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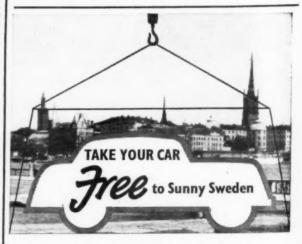
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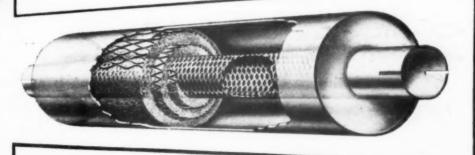
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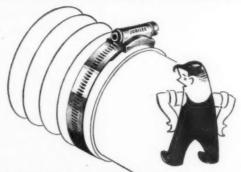




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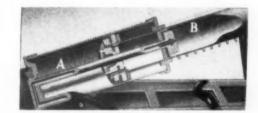
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### Numbers

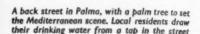
URNING over in our minds the changing faces of motor carstheir vanishing wheels and re-emerging windows, for example we come to the conclusion that one of the few completely static features has been the number plates. Front and rear, the size of letters and figures entirely standardized, they appear in black and white regardless of car size, colour or style. Admittedly some are not exactly black and white-the law does permit the letters to be white, silver or light grey-but they must appear on a black surface, and the only variation is in the shape of the plate upon which they are borne.

Throughout the world cars carry number plates, but their style is far from the same, country to country. The United States, as most people will know, issues a new number plate each year, much as the United Kingdom authorities issue an annual or part annual licence disc. This has the merit of ensuring every twelve months a new, clean and undamaged plate, it enables a quick visual check on licence renewal, and in addition it eliminates the separate small licence holder. On the other hand a large green or, perhaps, yellow plate with State and number embossed upon it is far from harmonious as a styling feature. The smaller the car, the less easy it is to mount a front registration plate neatly and without obstructing lamps or cooling flow. At the rear it can be fitted more conveniently, but has to be illuminated separately. Italy and France follow more closely the British procedure, but the plates are usually considerably smaller.

### Some False

Unfortunately, the days are past when number plates could be relied upon to identify a car, for the criminally minded do not hesitate to fit false ones. Is our present system, then, the best that can be devised, from all points of view? The answer is probably no. For example, there is no objection in the regulations to registration numbers being painted directly on to the car so long as they appear on a flat, unbroken, rectangular surface and satisfy the requirements as to colour and dimensions. The possibility of different contrasting colours being used to blend with the car might be considered, if this practice became more widely adopted. Certainly it would be more difficult to fake or change numbers convincingly than it is to unbolt and change the plates of today. More flexibility in colour and design requirements would also give specialist number-plate manufacturers a greater chance to please motorists.

It may even be that number plates as we know them now are outdated. Simple fittings which are taken for granted run the risk of being overlooked when changes of style are being considered. fitting such as a number plate, which costs every motorist from £1 to £5 a pair, on delivery of his car, deserves occasional thought.





# BY Jaguar To Majorca

To Business on a Holiday Island

By PAMELA SMITH

AID John, "Regi and I could fly out, and you could drive the Jag down to Barcelona—" "What me?" I said, and dropped a plate; I had never even driven the Jag round the block. It wasn't the power that frightened me, just the paintwork. "All right," John said kindly, "Just an idea—bit of practice for you," and returned to his maps and backs of envelopes.

It was quite a problem. Leaving departure as late as possible,

It was quite a problem. Leaving departure as late as possible, three of us had to get to Majorca complete with a mountain of photographic gear, props and processing kits, work for a week and return immediately to London. Then we had to be in Italy four days later to go through the whole business again on another assignment.

John took me out in the Jag, stopped on an empty bit of road, and said, "Go on—drive." Motorists are strange. They'll break their necks to pass me when I'm driving fast in my Fiat 600, but when I wanted to dawdle along in the Jag practising gear changes, well over to the left on a four-track road, they all hung behind and made me nervous.

I decided that for once I would travel dressed like a lady. I've always envied those on the car ferry; they slide out of the Rover or the Armstrong at Dunkirk or Boulogne, faintly tanned, high heeled, uncreased, and they wear hats—proper hats, with veils and things. Of course, I can't imagine what they've been doing for a fortnight, to come home looking like that, but it's rather nice.

I was given a small bag about 2ft 3in long for my clothes and told I could take one coat and that was all. It was March; it might be freezing in France and 80 degrees in Majorca.

When we arrived at Dover at 7.30 a.m., I wore slacks and a thick coat and lots of socks. Normal.

In the afternoon I had a drive. I tried to be nonchalant, but there seemed to be an awful lot of car fore and aft. After a while the car seemed to stop resenting me quite so much, and I even began to enjoy the drive. Then we arrived at Rouen, and I was positively scowling with concentration on policemen, cobbles, traffic lights and pedestrians, when a loud clonking noise started in the chassis.

"What's that? I didn't do anything!" (Always get in first with a firm denial.) We stopped on the far side of the town for an examination, and a garagiste came over and offered to help. I thought of my finely dressed lady as we all crawled about under the car in the pit and yelled at each other.

"Ask Monsieur to put it in first, in second-."

"Monsieur says can you look at the-oh, what's French for brake cable?"

"What's he say?" And so on. Finally the garagiste assured me that it was either "Rien de grave ou bien quelquechose de tres grave"—so grave that he couldn't find it. We drove on. After a while the noise stopped. John had diagnosed it as something in the process of breaking, and assumed that when the noise stopped whatever it was had broken. This proved correct—it was a modification to the modification on the rear suspension, and we didn't discover it until afterwards, when we had yet another mod fitted.

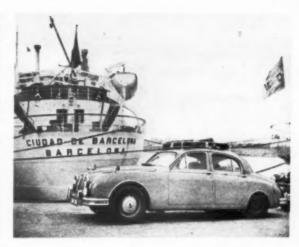
We had dinner that night at Alencon, and then went on via the Le Mans circuit, John cunningly arranging it so that it was deserted, and he was driving down the Mulsanne atraight. We took it in turns driving through the night. I would take over on what looked like a pleasant straight road, and the road would immediately tie itself up into steep hills and hairpin bends, laughing up its sleeve. And it would start to rain. Lorries came belting round the hairpins throwing up clouds of spray. Knowing how touchy Prench lorries are about being dazzled, I stayed cravenly in second and kept one foot for the dip switch until the mountain section flattened out.

Throughout Thursday we pressed on; the temperature went up and flowering shrubs appeared outside the houses. The traffic increased, however, and N20 was very tiring. We made Perpignan as planned, and stayed the night there.

It seemed too long a hop to leave in the morning and check in at Cook's, in Barcelona, by midday, as the rule book said we should. Mind you, the drive was delightful. It was warm and sunny with a clear sky; warned by all the guide books on Spain, I had swapped my slacks for skirt and sandals. The road was straight at first towards the frontier, with more cypresses, donkey carts and distant glimpses of the foothills of the Pyrenees. Then it played its old trick of tying itself in knots and weaving through gorges and bends. The customs officers at La Junquera asked a few questions in Spanish and we answered in French and off we went again.

On the last stage of the journey the road goes along by the sea through many tiny villages with narrow streets, sharp bends, donkey carts, the lot. The sun beat down, the tyres screeched, the dust flew. It was 12.45 when we belted into the busy, tram-laden outskirts of Barcelona. We found the Calle Pedro IV all right, and then got lost. As we all pored irritably over the map, however, up came a little man on a motor bicycle. "Cooks?" He glanced at his watch. "You follow me." We got to Cook's at four minutes to one. They close for lunch at one, and then absolutely nothing happens until the middle of the afternoon.

The trouble with shipping a car to Majorca is the time wasting of this last day. The correct procedure is to confirm the booking before 12, return to drive to the boat for loading at four, then go away and kick one's heels until 9 p.m. On the drive to the docks, we followed a 2 c.v. containing two French ladies and Cook's courier, who seemed scared of losing us and beckoned and waved frantically through the back window. The lady driving was not too fussy about little things like hopping traffic lights, and we arrived gasping. After making the boarding arrangements we had five hours to kill, which we spent drinking coffee, having our shoes cleaned and looking at the shops.



Waiting to be loaded aboard the Majorca boat at Barcelona

At 9 p.m. we went on board the Ciudad de Barcelona and stood on deck watching the lights of the mainland receding in the dark. The Trans-Med line boats are of a high standard, dinner on board is good value, and the cabins are comfortable. Next morning I woke early, to see through the porthole the grey coastline of Majorca sliding past in the half light. By that afternoon we were well settled in, adjusted in easy stages to the warmth and slackened tempo of Spanish life by our drive down.

We stayed just outside Palma and enjoyed ideal working conditions for the week. Although we had no time for touring, even we appreciated things like the well-known Spanish champagne at 7s 6d a bottle, the friendliness and honesty of the people.

It is worth noting that Spain is one of the few places where things in the shops still have a truly local flavour—basketware bought on the Costa Brava is often quite different from the basketware in Majorca; I did not see the glass from the factory





### BY JAGUAR TO MAJORCA . . .



Local transport—a little Biscuda is dwarfed by the tall palm trees and the church beside which it is parked

near Palma in Barcelona, and so on. Moral: if you see something you like, buy it, for you may not find it again. Standard method of communication with us by the locals was a weird pigeon French, interwoven with bits of English and Spanish.

Driving around the coast roads is fairly adventurous, as there are lots of hairpin bend sections and the surface is skiddy. Palma itself is reputed to be very crowded with cars in the season, and even at this time it was difficult to park. The traffic policemen are courteous, and other drivers tolerent. Spanish drivers have one hand signal and one only—left arm downwards in a gentle sort of way which simply means, "Watch it, I am about to do something."

New cars are coming on the market more now, but are very expensive and still limited in quantity. A very old car in a wonderful state of preservation is more usual, and we certainly saw some fine specimens mixed in with the donkey carts and the little Biscudas. The petrol is pretty grim. We had filled up in Perpignan, but once we got on to undiluted Spanish, even the "super," we had a certain amount of trouble with pinking and running on.

Palma is growing fast, and new hotels are springing up all along the coasts. Probably in time Majorca will become as commercial zed as the south of Prance. At present one wishes good luck to a people who have obviously been poor for a long time, and we felt that any prosperity brought by their hard work would be well deserved. When the boat drew away from Palma

a week later we thought sadly of all the things we hadn't done or seen. It struck chilly as we landed in Barcelona on Easter Saturday, and the temperature dropped steadily as we headed back across France. I added another layer of clothes every hundred miles.

Snow and ice disposed of the idea of catching a day boat. John insisted that Regi ought to have a look at Paris, so we drove in on a grey Sunday morning, all filthy and begrimed, had breakfast at an elegant café on the Champs Elysées and whipped swiftly round all the principal sights. At Dunkirk that evening we booked ourselves in on the night ferry and went off for a meal. It was bitingly cold, with a fierce north wind coming straight off the sea. Back at the port we checked in, settled in the car to wait to go on board, and fell fast sleep. . . .

I woke with a jump as someone banged on the window and asked for passports, then told us to drive on. John, still half-asleep, tried to put the car in gear and got nothing from it but a horrible noise. He tried again and the same thing happened. He leapt out and made dazed stabs at things with a screwdriver. We pushed the car out of the way and I went over to the dark silhouette of the ship and bawled "Au secours!" into the black-

A head came over the side. "What's up?" said a voice, all British and reassuring. I shouted the story of a packed-up clutch. "Oh, that's all right," said the head, "I'll send the man over with the van."

I never saw the van, but a vast horde of Frenchmen descended on the car, all chattering at the tops of their voices, and whooshed it on board

At Dover the next morning an Easter Monday calm lay over everything, and after telephone calls from the customs shed it looked like a long wait for the breakdown van. Gloom was descending when the second angel of the trip materialized, this time in the shape of a nice man with an old Alvis with camp cooking gear in the boot and a tow-rope. He got us to the garage, the garage fixed the clutch hydraulics and soon we were on our way to London. I got straight down to washing shirts that afternoon, John to washing the car, and on Thursday we drove out of the customs shed at Boulogne again. Another bit of practice . . . it was getting to be like driving down to the office in the morning!

Leafless trees, but warm sunshine—a scene on the Barcelona road

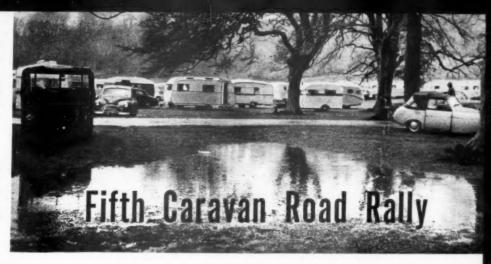


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THE AUTOCAR, 1 MAY 1959

Reflected in a rain pool are the competing outfits in the rest site at Stanmer Park after the 225-mile night section

# AMATEUR TAKES PREMIER AWARD





Left: C. H. Gardner negotiates his Sable through the bollards at speed

Right: Highest trade competitor and winner of N.C.C. award.
C. H. Gardner with his father co-driver A. E. Gardner and Sunbeam Rapier/Cheltenham Sable outfit. Right below: F. Haigh, Wolseley 6/90 Carlight Continental, receives the Brighton trophy from the mayor as winner of the Concours



HIS year's British Caravan Road Rally, organized by the Caravan Club, resulted in a clear win for E. W. Barrett, an amateur from Dereham, with his Morris Isis/Car Cruiser Clubman (21 cwt) outfit. His power-to-weight ratio gave him an allowance of 92 per cent of marks gained. The leading trade competitor, C. H. Gardner, driving a Sunbeam Rapier/Cheltenham Sable (15 cwt) was allowed 97 per cent.

Last Friday's lovely weather presaged



an enjoyable weekend for competitors and marshals alike, but during the night section of 225 miles, conditions changed and by the time the 94 competitors arrived at the rest site at Stanmer Park, Brighton, it was cold and the rain was pouring down. So it remained all day.

First test was a hill climb up a short run of 1 in 8 from a standing start. Seven marks were awarded for proficiency and a further 13 if the test was completed in 7 sec or less. No one got full marks. Best was S. Wood, Rover 105S/Jewel (20 cwt) who did fastest time—7.8 sec—and got 19 points, H. H. Powell persuaded his Austin A.35 to pull a Travelmaster Templar (10 cwt) up in 8.4 sec—a surprising achievement.

a surprising achievement.

This year there was no day road section—a wise decision by the Caravan Club in view of the crowded roads—and from the hill the competitors went straight to the tests on the Madeira Drive.

The original layout of the tests allowed for the speed test to come first, which would have concentrated spectator interest conveniently at the Brighton end of the course. The police thought the arrange-

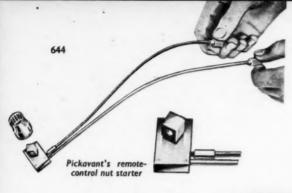


ment dangerous and at the last moment all road markings had to be re-done. The centre of interest was now half-amile away but since, because of the weather, there were no spectators anyway, it did not matter and in conditions of (Continued on page 658)

Left: The only lady winner, Miss E. A. Marshall takes the Class 3 award (trade) in the Concours with her Jaguar 2.4/Eccles Avenger outfit. Below left: R. W. Halbert with his Austin A.40/Eccles Nipper on the hill climb. Below right: Very appropriate for the weather. R. G. Sams with his Austin A.55 Amphibious/Otter in the speed trial







## Accessories

### Inaccessible Nuts

SOME accessories and some tools are a sardonic comment on car design; the new remote-control nut starter of Pickavant is one. As the maker's diagram shows, a bendable rod is used for location, and a sheathed cable rotates the socket. The retail price is 19s 4d, in chromium plate, and the makers are J. W. Pickavant and Co., Ltd., Apkoway Works, Bow Street, Birmingham, 1.

Any existing socket set can be used with the tool; there are alternative square drives, and adaptors.





### First Aid

A SMALL first-aid kit has a plastic squeeze bottle of antiseptic cleaning fluid (cetrimide and chlorhexidine diacetate). A good length of bandage ends in a gauze-covered cotton wool pad, and there is a swab for cleaning. It is made by Robert Whitelaw (Newcastle), Ltd., 44 Great North Road, Newcastle-upon-Tyne, 2, and costs 3s.



Above left: Catylator battery cap replacement. Left: Small first-aid pack. Above: Restyled Barnacle sun vizor. Below: Brenner's steering column switch



### Roof Rack

AN addition to the range of Wingard roof racks is announced—a model selling at £2 7s 6d. Known as the Standard type 1172, it has a luggage stowage area measuring 36in by 30in. It is constructed of åin diameter steel tube, with welded side frames connected by three load-carrying lower tubes and two rails which, in addition to bracing the framework, hold luggage in place on the rack. The ends of the cross-members are all flattened and hooked in such a way as to support the load and make rigid the framework. Rust-proof, cadmium-plated nuts and bolts, with locking washers, are used to secure them. The rack can be assembled and fitted in a couple of minutes. It is supported on four large, self-aligning, rubber suction feet—a feature of all Wingard models—and secured by clamps, with locking nuts, to the drain channels at each side of a car's roof. Finish is in black

stove enamel, durable and serviceable. The makers—Wingard, Ltd., Chichester, Sussex—claim that the rack will support a load well in excess of 100lb; an example, tested with suitcases filled with heavy books, fully satisfied this claim; the large suction feet spread the load sufficiently to prevent denting of a normal roof panel, and themselves assist the securing clamps in holding the rack firmly in place.

### Less Topping-up

THE life of many car batteries is shortened by failure to give them the simple service they require—regular topping-up with distilled water, and cleaning of corrosion from battery posts. From

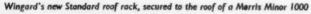
time to time there have been devices on the market to minimize frequency of topping-up by providing small reservoirs of distilled water, maintaining electrolyte level on the chick-feed principle.

A new approach is the Catylator—a replacement for the usual filler cap. It is claimed to recombine to water, by the catalytic action of palladium pellets, the oxygen and hydrogen liberated from the battery plates. Incidental advantages are said to be prevention of corrosion, and reduction of explosion risk. A set was fitted to the battery of a car which in normal use required about a half-pint of distilled water for topping-up every two weeks. In use they showed, through the clear plastic body, beads of condensation which ran down within, to be returned to the battery. It was found that after a month, the battery plates were still just covered with electrolyte, and only a quarter of a pint of distilled water was required to restore the level.

Catylator caps cost 5s each—one for each filler aperture—from Catylators, Ltd., Weydown Road, Haslemere, Surrey.

### Sun Vizor Restyled

THE Barnacle anti-dazzle sun vizor, which comprises, briefly, a sheet of tinted, transparent plastic material swivelling on an arm, secured to a wind-screen by the firm's special suction cup has been restyled in the interests of safety. The former rectangular shape has been





well rounded and smoothed, to minimize danger in the event of a collision. It is available in two models—10½in by 4½in available in two incidences—107mi by 72mi at 15s 6d, and 14in by 5in at 18s 6d. Makers are Barnacle, Ltd., Barnacle Works, Bensham Lane, West Croydon,

### **Magnet Ashtray**

A SMOOTH and very strong plastic is used for a new magnetic ashtray produced by Dorset Light Industries. The part-lid is aluminium. Colours are red, cream, palc blue, pale green, walnut and black, and the price is 5s 9d.

A sponge-rubber pad helps stability, and the ashtray will "stay put" even on heavily enamelled or cellulosed sheet steel facias.

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### Flash Warning

A LONG-LEVER, spring-loaded switch for flashing dipped head lamps as a warning when moved one way, and for the horn when moved the other, is being imported from Germany by L. F. Bren-ner. It costs 15s 6d. The one seen was of strong black plastic, with plated lever and red knob, and would fit round a 1½in steering column. From edge of steering column to tip of knob was 6in. The

action of the switch is reasonably firm.
The importer's address is L. F. Brenner, Ltd., 235, Halfway Street, Sidcup,

Magnetic ashtray is larger than the usual size

### RADIO ON THE ROAD

FEATURE of Philips' car radio receivers for a long time has been their special preparation, to make them easy to fit by the average car owner-handyman. This is continued in the handyman, latest, transistorized model, the G82VT, and the illustration shows how completely it is furnished with a variety of alternative bracket arrangements, suppressors and the like to make its installation easy and secure; only the aerial is required in

That is not its only attraction, by any means—it is a high-quality receiver, pleasing in appearance, convenient in its controls, modest in its power requirement,

### Philips G82VT

and a worthy successor to the popular set which has been in production for some

Although installation in the test car is made easy by provision of an almost universally suitable array of struts and supports, because of the need to change sets frequently, the extra threaded fitting points in the body of the receiver were found most convenient. The front has the standard dimensions of 7in by 2in; fore-and-aft depth is 7in.

In one minor respect this receiver is not so conveniently arranged as it might be—the control which matches the set to its aerial input is recessed behind the

tuning panel, and may be adjusted by a plastic box spanner, which is supplied, after the control knobs and clear plastic escutcheon facing have been removed. However, this requires to be done only once when the set is installed, and it provides an opportunity to change the tinted escutcheon backing, of which three are supplied, to match a particular car's

decor.

The receiver is suited only to a 12-volt supply, and, as received, for positive earth systems; for the few cars still having negative earthing, there are internal

adjustments.

On the left of the full-length tuning indicator scale is the on-off and volume switch; on the right the manual tuning control. Beneath the tuning scale are two push-buttons for selection of medium (185-580 metres) and long (1,050-2,000

metres) wavebands.
On test in London the receiver always gave ample variety of programmes with excellent quality and selectivity—if anything the tuning was a little too selective, and demanded accuracy of adjustment that and driver was not always able to give in crowded traffic conditions. Once set, however, the tuning remained "spot-on," and the powerful automatic control built into the set made light of all but the most blanketing screen effect of bridges, steel-framed buildings and the like. Interframed buildings and the like. Inter-ference from neon signs, trolley buses and similar sources was below the usual level so long as the receiver was accurately

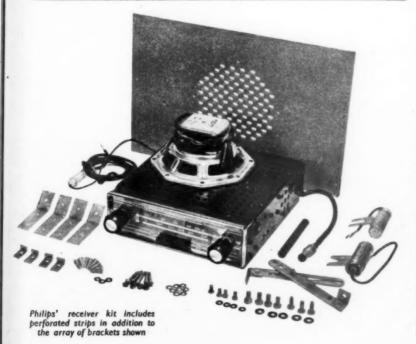
At night in the country, an almost be-wildering variety of transmissions could be received with good quality and be received with good quality and strength, and here the acute selectivity of the tuning was appreciated—with care one could separate the London Home Service from its usual heterodyne whistle accompaniment without unacceptable loss of

paniment without unacceptable loss of tone. Panel lighting was sufficient to be a reminder, during the day, that the set was switched on, yet not so bright as to be dazzling or distracting at night.

Standard loudspeaker is a 5in circular model, with grey flock-sprayed hardboard baffle; it is of high quality and gives fully satisfactory reproduction, though its performance was improved when a larger, thick plywood baffle was substituted during part of the test. It handles the full 2 watts output of the power transistor with a volume which is ample even for a deaf a volume which is ample even for a deaf person; distant transmitters can be brought up to adequate volume without too much background noise.

Originally the price, with tax, was £22 Is; the recent purchase tax concession has brought it down to £21.

Makers: Philips Electrical, Ltd., ntury House, Shaftesbury Avenue, London, W.C.2. Model G82VT Price £2l
Maximum power: 2 watts
Current consumption: 1.3 amp.
Frequency response (datum point 40
Frequency, cycles-sec 100
Response, decibels -13
Aerials: Telescopic, and wing-mirror



VERY year thousands of motoring itineraries, from the simplest route of ten miles to the most extensive tours around holiday areas, are prepared and dispatched to members of the R.A.C. and A.A

To the motorist without a sense of direction, to families not sure of the best beauty spots in the country, or to someone searching for an elusive hamlet far from the beaten track, an itinerary is a necessary part of any journey. Requests for these, even in the smallest R.A.C. County Office, reaches six or seven hundred a month during summer, and every endeavour is made to provide them promptly.

Itineraries are not a new idea, originated with the motoring era and put into practice by the motoring organizations. As long ago as 1675 a prominent cartographer, John Ogilby, surveyed the roads of England and Wales and produced maps that followed the course of these roads. A study of these shows that they did not differ a great deal in structure from a modern itinerary; for instance, a route from London to Holyhead follows much the same roads and is approximately the same mileage today as the one drawn nearly three hundred years ago. County boundaries and a brief des-cription of the passing scene are given in both, but whereas today's itinerary is punctuated by road box positions and road numbers, more popular landmarks in the stage coach era were gallows, gibbets and windmills. However, thirsts are the same in any century and inns are prominent on both.

Most of John Ogilby's routes were based on the Roman roads across Britain, and it would have been difficult to take a wrong turning on such straight roads, without diversions, one-way streets, levelcrossings and countless road junctions to confuse the traveller. No hill gradients were given, but the hill was drawn in suitable proportion under the road, and a description of any particular place of interest given at the side in beautiful

Script.
Nowadays any motorist or motor cyclist can have, free of charge from his motoring organisation, a route which is just as much value to him as the old-fashioned and costly hand-drawn ones. through the requests for routes and tours gives an interesting glimpse of different types of people. There are the "regu-lars" who write each month—probably commercial travellers or businessmen, or holiday-makers who require "a different way home." Harrassed fathers want to take their exuberant offspring to "some-where with a large open space," elderly ladies require "quiet" B class roads, and schoolteachers yearn for lonely tours of the Pennines.

American and Canadian tourists arrive at the office in person, earnestly desiring a tour of Britain to include-and here one knows the formula immediately—Salis-bury, Stonehenge, Stratford-on-Avon and Edinburgh. These visitors to the country are always overwhelmingly grateful for booklets, leaflets and advice, and seem amazed that there is no charge whatsoever

for the generous help given to them, Top in popularity for motoring holidays,

according to the R.A.C., are coastal tours of Devon and Cornwall, followed by West Scotland, the Lake District and North Wales, and there are quite a number for the Wye Valley, New Forest, Derbyshire, Cotswolds and the Yorkshire dales. There are numerous requests for routes to Torquay, Blackpool, Brighton and New-quay, and also for airports, seaports and attractions such as the Cheddar Caves, famous "stately homes," and special exhibitions and rallies.

Itineraries can be suited to the most individual requirements if a certain amount of notice is given. For instance, one man may want a fishing holiday tour, in which all the appropriate fishing areas are included. A lady wants to go to a wedding at a church in the outskirts of London—the route will take her to the door. Another person wishes to visit the tiny picturesque hamlets nestling in the Cotswolds and then return along the Thames valley, and another wishes to see every hydro-electric plant in Scotland and know where to stop for bed and breakfast on the way.

### Puzzle Corner

Puzzling or amusing requests are always being received. Someone wants "a route to avoid all traffic" or "to avoid all towns and hills." There are exasperating requests for tiny hamlets with names that have a dozen or more duplicates all over the country. Letters are received from people insisting that mirrors be placed at every sharp corner, by-passes built around every village, every set of traffic lights in-cluded in the route and "why-don't-themotoring - organizations - do - something - about-it?"

It is interesting work to compile motoring itineraries, and rewarding to think that in a small way you might have vastly improved a member's holiday, or helped one of the many people who find maps difficult to follow and road signs confusing. The letters of thanks received during the year make all the trouble spent preparing

them well worth while.

Many of the special services of the motoring organizations are available only to members and associate members. The addresses are: The Royal Automobile Club, 85 Pall Mall, London, S.W.1; the Automobile Association, Fanum House, New Coventry Street, London, W.1.

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★ Saves fuss! Saves mess! Karwad is clean to use—nothing to spill...nothing to waste.

- ★ Saves your car! The Silicone content in Karwad keeps your car brighter, *longer*...and protects it too.
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- ★ Saves money! Karwad is economical just tear off a strip and use.



NEW SILICONE KARPOL

For those who prefer this new cleaning-polishingprotective action in liquid form, new KARPOL is now available. KARWAD

SILICONE WADDING POLISH



Autocar ROAD TEST 1729 Triumph Herald Coupé

Two-colour treatment of the Triumph Herald coupé includes an unusual waistline rising from nose to tail. This hard top is not of the detachable type

F the many considerations which have to be borne in mind by a car designer when laying out any new project, no two are of greater importance to the customer than his safety and overall comfort. Safety begins in avoiding trouble, which depends on the vehicle's inherent stability and its quick response to a driver's sudden reactions; measures to protect passengers from serious injury when a collision does occur are secondary. The term "overall comfort" includes not only the road suspension and seating design, but also outward visibility, the arrangement and quality of equipment—and peace of mind.

son and seating design, but also outward visibility, the arrangement and quality of equipment—and peace of mind. These essentials have been very ably met by those responsible for the new Triumph Herald saloon and coupé, which were described in The Autocar of 24 April. Indeed, they have shown refreshing enterprise and foresight in the planning of almost every feature of this design. In all its functions on the road, the Herald justifies their efforts. The coupé version tested differs from the fourseater saloon not only in body form and layout, but also in having a two-carburettor engine with a considerably greater power output. In combination with this, a high final drive ratio gives it a maximum speed higher than that of the saloon by about 10 m.p.h. Performance figures in themselves, however, tell only a minor part of the story, for the Herald coupé has such remarkable qualities of handling and general roadability that it can often cover a journey faster than many a more powerful vehicle. Not only has it very plentiful space for the two front seat occupants, but its road manners are in important respects those of a larger

In appearance, the Herald coupé, designed by Michelotti, looks encouragingly gay and attractive; anyone new to the car steps inside and immediately feels at one with it. Clearly, experienced drivers have had a voice in planning the layout of the major controls—clutch, brake and accelerator pedals, steering wheel, gear lever and hand brake. Brake and accelerator pedals can be operated simultaneously (for downward changes while braking), there is room beside the clutch pedal to rest the left foot, and the steering wheel neither touches the knees nor obstructs vision through the screen. The throttle linkage via a flexible cable on the car tested was not to the engineering standard of the rest of the

Both front seats have a good range of fore and aft travel and are adjustable for height and rake through very simple means—they rest on four-position rubber blocks. The seats are rather short in the cushion and, although the backrests are shaped to give correct and comfortable support in the vertical plane, they have no curvature to help the occupants to resist side forces. The steering column length is adjustable, and is quickly set via two pinch bolts. Whether the driver sits high or low, the deep screen is not beetle-browed, and the forward view over the short, sloping bonnet is all one could desire. People appreciably over 6ft tall are a little short of headroom. The screen pillars are slender, so that

the one nearest the driver is unobstructive in his line of sight.

To start the engine, there are the customary pull-out choke and key-starter. Mild weather during the test gave no opportunity to check cold-climate behaviour, but there is no reason to suspect this. The Standard Ten engine fitted has an excellent service reputation, and is noted particularly for its smoothness. In this two-carburettor, high-compression form it is still exceptionally sweet-running, although there is a resonant period in the middle sixties in top gear and at equivalent speeds in the indirects. From this speed to the level limit of almost 80 m.p.h. it is so smooth and unobtrusive that one might well imagine it had six cylinders. Moreover, it seems happy to cruise indefinitely at any speed up to its maximum.

While the engine is tractable at low crankshaft speeds, its torque curve (nett) peaks at 3,000 r.p.m., so the excellent four-speed gear box must be kept well exercised for optimum performance. It has a synchromesh mechanism for the upper three ratios which copes efficiently with average use, but can be "beaten" by a snatch change. First is very low—it allows the car to be re-started without difficulty on a one-in-three slope. Second, too, is fairly low, valve bounce occurring at 38 m.p.h., whereas third is a splendid complement to top. Peaking at around 65 m.p.h., it is a fine overtaking gear, and enables the little 948 c.c. engine to rush the Herald up considerable gradients with great verve. The final drive unit, attached to the chassis in this car, was audible at times, especially on the over-run. The engine exhaust note was sporting but subdued.

When the Herald coupé was driven gently, at speeds not exceeding 45-50 m.p.h., it returned fuel consumption figures around 42 m.p.g., a figure which should be achieved regu-

The spare wheel sits in a recess beneath the boot carpet, and luggage is removed to reach it. The boot is large, well-shaped and easy to load









Individual front seats, having foam rubber cushions over rubber webbing and squabs of rubberized horsehair, are trimmed in Vynide (or leather at extra cost). They are securely mounted and tip to give access to the back compartment. Instruments are arranged neatly in a matt, crackle-finish facia. Thick carbets for gear box cover and floor wells are moulded to shape

### Triumph Herald . . .

larly by owners who choose to drive in a leisurely fashion. Those who like to get the most out of a car will spend much more time at high engine revolutions in the indirect gears and, driven in this fashion, the consumption figures recorded in the test never fell below 31 m.p.g. The overall figure of 33.4 m.p.g. achieved during our Road Test of 1,229 miles represents much hard driving on open country, as well as use in city traffic. Two pints of oil were added to the sump during this mileage.

A seven-gallon fuel tank includes a small reserve supply operated by a tap within the boot; even so, capacity for a gallon or two above this figure would have given the car a much more practical touring range. There is, however, space for a second tank in the right rear wheel arch for those seconds are to long distance tours or sporting rallies.

regularly engaged in long-distance tours or sporting rallies.

Very high standards of road behaviour ensure that, should the Herald ever receive an increase in engine power, the chassis in its present form would be able to absorb it without further development. Indeed, the new Triumph has all the essentials for speed with security. It steers impeccably, can be cornered extremely fast on a level keel without anxiety, and has excellent braking.

Always light and very precise, the rack and pinion steering has "feel," yet is practically devoid of kick at the wheel over poor road surfaces. Over these there is, however, sometimes vibration of the steering column and wheel. Even at maximum speed with gusty side winds, the Triumph remains remarkably stable, with practically no tendency to wander. For city use, its designers have provided a steering lock sharper than that of a London taxi. With a between-kerbs mean circle diameter of under 26 ft, the Herald is astoundingly easy to park and manacuvre.

When turning sharply at less than a walking pace, the Herald may, however, make itself unwelcome by ploughing up a gravel drive. On tarmacadam, front tyre drag on full book can practically stall the engine except in first gear.

lock can practically stall the engine except in first gear.

Independent suspension of the rear wheels is still rather rare in this country. Unless well designed, it can give less security and comfort than a properly suspended rigid axle. Some designs are acceptable only when stiffened to minimise wheel movement. Here, again, the Herald earns high praise indeed. The transverse leaf system fitted combines predictable handling characteristics with a high degree of comfort to the passengers.

On well-surfaced main roads it gives an agreeably level ride without harshness, and remains comparatively unperturbed when rolling over sunken drain grids and other sudden inequalities. These and cats' eyes can be heard, rather than felt, and over poor surfaces there is some audible thumping which is usually characteristic of cars having wheels of small diameter. Where the Triumph scores especially over cars with rigid axles is in the manner in which

it takes pot-holes and generally bad surfaces at high speed. The passengers are never much disturbed, nor is the car deflected from its path—characteristics which will be of more benefit, perhaps, to customers in undeveloped countries with indifferent roads than to owners in this country.

At night, the stability of the head lamp beams confirmed the freedom from pitch of this car, and even when it is cornered at well above-average speeds, there is negligible roll. The safe high-speed cornering capabilities of the Herald bring it closer into line with sports-racing practice, and beyond the experience of most everyday drivers. Fourwheel independent springing ensures that all the wheels remain in contact with the ground, and even on rough surfaced corners there is practically no rear wheel hop. When the car is pressed beyond the limit of tyre adhesion, the tail end tends to slide first, but the car's habits are predictable and free from peculiarities. On a wet surface, too, the new Triumph behaves extremely well, and has a high degree

Tyre squeal occurs only on very polished tarmacadam, or when the brakes are applied momentarily while taking a corner. This car is not entirely free from rumble over some of the rougher types of road surface. This characteristic diminished appreciably with the tyre pressures set two or three pounds below the manufacturer's recommendations, and this did not impair the car's handling when travelling two-up with no luggage. It was noted that the forward-hinged pressing, which includes bonnet, lamps and front mudguards, was shake- and rattle-free. The luggage boot lid is rather flimsy and flexible by comparison.

With two up, exceptionally good braking figures were recorded, the rear wheels tending to lock only when 0.95g was attained. Pedal pressure relative to retardation is progressive, but quite high pressures are required. Only towards the end of the test was there some uneven pulling by the right front brake. The hand brake—a pull-up lever between the seats—proved just able to hold the car on a one-in-three gradient.

With all windows closed there is little wind roar around the body. The deflector panes provide good ventilation, and create whistle only when very slightly open. For added ventilation, it was found that the winding door windows were best kept fully open or just an inch or two; in intermediate positions there were local draughts around the driver's or passenger's heads. When the deflectors were opened in rainy weather, some water found its way down their frames and into the car, dripping on to the occupants' knees. The windscreen-wiper blade in front of the driver had insufficient spring loading to follow the curvature of the screen round to the door pillar, leaving a wide blind spot in this area.

A pull-out heater control on the facia was rather finicky to adjust accurately—either there was too much heat or none at all—and it was directed on to the gear box cover rather than the feet. When fully opened, the heater ducts passed a large volume of very hot air, and screen defrosting

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Left: A wire-mesh tray, Polythene-coated, is hinged beneath the facia. Right: Vestigial, painted bumpers between the chromed overriders and around the rear quarters are integral with the tail section of the body. Small reflectors are recessed under the pointed fairings above the back lamps

would certainly be quickly effected. There is a singlespeed booster fan, and a separate control to concentrate heat flow to the screen. Three identically shaped buttons in the centre of the facia control respectively, left to right, the wipers, lamps and choke. The lamp switch is pulled out once to supply all lighting circuits, and a second pull illuminates the instruments (rather brightly). A three-position lever on the left of the steering column then selects side lamps, main or dipped beams.

Two confusions might arise from this arrangement; first, the main lighting switch might be pushed in (and off) instead of switching off the wipers or pushing in the choke. Secondly, the three-way switch lever might accidentally be pushed from the dipped position, straight through main beams to side lamps. A safer arrangement might have been for this control to have a rotary switch in the lever end to select side or head lamps, and its present up-and-down action only for dipping the main beams. In practice, the system works very well, and is unlikely to confuse anyone who takes the trouble to learn the controls thoroughly before taking to the road. The lamp beams give good range and

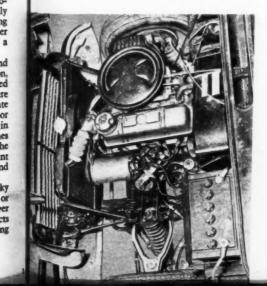
A small lamp on the instrument panel is lit when either door is opened, and has also a separate switch. side lamps are on, another lamp lights within the glove locker when its lid is opened—particularly handy for a map-reading passenger. There is a self-cancelling switch lever for the flashing direction signals to the right of the steering column.

Very melodious matched horns, with a rather Continental note, are operated by a push button in the middle of the steering wheel. The wheel spokes are embellished with patterned bright metal pressings which have no obvious function; they create annoying reflections. The instrument panel is made of compressed fibre, claimed to collapse easily under impact; the projecting lip of this, however, gives the impression of considerable strength. The panel is painted in crackle-finish black.

An electric water thermometer and fuel gauge are fitted; there are warning lights for oil pressure and dynamo charge. The designers have thoughtfully provided plenty of storage space for odds and ends-wide, flexible pockets in the doors, the locker in the facia, and a little open tray above the gear box housing. Beneath the glove locker, too, is a retractable hasker

In addition to a large luggage compartment at the back, there is much extra space behind the seats. On the car tested, a detachable and comfortable cushion and squab for children were fitted, these being optional extras. was some criticism among smokers of the position of the ashtray, with its narrow opening, among the switches in the middle of the facia. Although this is not by any standards an expensive car, its normal specification includes several fitments which are often extras. Apart from the built-in heater, there are twin sun vizors, with a vanity mirror attached to that on the passenger's side, and screen-washing equipment. No starting handle is provided. The doors

Helper springs make the bonnet easy to lift, and go over-centre to hold it open. Accessibility of the engine and all its accessories, as well as suspension and steering components, battery and hydraulic reservoirs for brakes and clutch, is admirable. A flush-fitting, lever-type catch secures the bonnet at each side





### Triumph Herald . . .

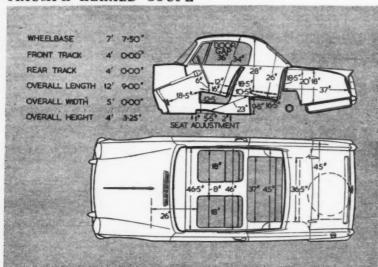
open through 90 degrees to give very easy entry, and retaining catches hold them ajar. Their lower edges have sufficient clearance to avoid striking high kerbs.

Since the test car was one of the first to come off the production lines, it was scarcely surprising that there were a few shortcomings in detail finish, particularly in trim and in the rubber seals protecting the luggage boot, and between the roof pressing and its horizontal abutment with the body. Very much to be commended is the total lack of chassis lubrication points—a move which this journal has been encouraging over recent years, and one which will certainly please those whose motoring takes them over rough territory in the Dominions, far from service stations.

During the test the car was driven over rough tracks in the Cotswold hills of Gloucestershire, where it was found that a notably clean under-surface makes the Triumph much less prone to damage than usual when travelling over unmade tracks, the chassis frame being in most parts the lowest component. Only exceptions to this are the small expansion chamber of the exhaust system, and the drain plug of the axle casing.

There seems every prospect that the Triumph Herald will have a profoundly good influence on this country's reputation and success in world markets. At home in Great Britain, its special handling qualities will interest and please drivers who pride themselves on their abilities at the wheel. More important, it is a car which flatters an inexperienced or inexpert motorist, and should thereby contribute towards raising present-day standards of road safety.

### TRIUMPH HERALD COUPÉ



Scale fin to Ift. Driving seat in central position. Cushions uncompressed.

### PERFORMANCE

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SPEEDOMETER CORRECTION: M.P.H.

10

MANCE-				
BRAKES:	(at 30 m.p.h	in neutral):		
Pedal load in lb	Retardation	Equivalent stopping distance in ft		
25	0.16g	189		
50	0.40g	76		
75	0.70g	43		
100	0.95g	31.8		
FUEL CO	NSUMPTIC	N:		
M.P.G. at a	teady speeds			
M.I	P.H.	Direct Top		
	10	56.4 47.6		
4	10			
5	0	38.1		

Overall fuel consumption for 1,229 miles, 33.2 m.p.g. (8.5 litres per 100 km.).

Approximate normal range 31-42 m.p.g. (9.1-6.7 litres per 100 km.).

Fuel: Premium grade.

30.3

70

TEST CONDITIONS: Weather: Dry, overcast, 5 m.p.h. wind. Tarmacadam surface. Air temperature, 65 deg. F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort obtained by Tapley meter.

Model described in The Autocar of 24 April

PRICE (basic), with coupé body, £515.
British purchase tax, £215 14s 2d.
Total (in Great Britain), £730 14s 2d.
Extras: Leather upholstery (inc. tax), £4/19/2.
Occasional seats (Vynide) (inc. tax), £14/3/4.
Occasional seats (leather) (inc. tax) £18 %s 4d.

- DATA -

NGINE: Capacity, 948 c.c. (57.8 cu in).
nber of cylinders, 4 in line.
re and stroke: 63 × 76 mm (2.48 × 2.99in).
'alve gear: o.h.v. pushrods.
Compression ratio: 8.5 to 1.
B.H.P. (nett): 42.5 at 5,500 r.p.m. (B.H.P.
per ton laden 45.3).
Torque: (nett) 48.7 lb ft at 3,000 r.p.m.
M.P.H. per 1,000 r.p.m. in top gear: 14.0.

WEIGHT: (with 4 gals fuel), 15.75 cwt (1,764 lb). Weight distribution (per cent): F, 53; R, 47. Laden as tested: 18.75 cwt (2,100 lb). Lb per c.c. (laden) 2.2.

BRAKES: Type: Girling.
Method of operation: Hydraulic.
Drum dimensions: F, 8in diameter; 1½in wide.
R, 7in diameter; 1½in wide.
Lining area: F, 39 sq in; R, 34 sq in (78 sq in per ton laden).

TYRES: 5.20-13in Dunlop tubeless. Pressures (lb sq in): F, 20; R, 24 (normal).

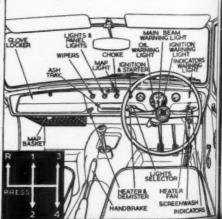
TANK CAPACITY: 7 Imperial gallons. Oil sump: 7 pints. Cooling system: 8,5 pints.

STEERING: Turning circle: Between kerbs, 26ft 2in L, 25ft 5in R. Between walls, 27ft 10in L, 27ft 2in R. Turns of steering wheel from lock to lock: 3.6.

DIMENSIONS: Wheelbase: 7ft 7.5in. Track: F, 4ft 0in; R, 4ft 0in. Length (overall): 12ft 9in. Width: 5ft 0in. Height: 4ft 3.25in. Ground clearance: 6.75in.

ELECTRICAL SYSTEM: 12-voit; 38-ampère-hour battery. Headlamps: Double dip; 50-40 watt bulbs.

SUSPENSION: Front, independent, wishbones and coil springs. Rear: independent, swing axles, transverse leaf spring and longitudinal radius rods.



CORROSION INHIBITOR



protects cooling systems in summer



### CORROSION CAN CAUSE:

Cooling-system corrosion is a serious and subtle menace to the reliability of your engine. If your cooling system is losing water, it's a danger signal: it may mean a leaking gasket or that corrosion has caused a slow, hidden, radiator leak, or has choked the circulation enough to cause hot running and consequent boiling or evaporation. In any of these ways, corrosion can quickly lead to the troubles listed.

Here's the way to be safe. When you take your Bluecol out after the winter, clean out your cooling system (if it needs it) with Smiths Radiator Cleaner. Then, when you fill it up, put in Summercol corrosion inhibitor, to stop corrosion and all the troubles it can lead to

troubles it can lead to.

- RADIATOR LEAKS
- LOCAL OVERHEATING
- KNOCKING
- RUNNING ON'
- HOT RUNNING
- BOILING DRY
- BLOCK DISTORTION

PRICE 6/6 SIMMER

PUT SUMMERCOL IN WHEN YOU TAKE BLUECOL OUT

from SMITHS MOTOR ACCESSORY DIVISION SALES & SERVICE, OXGATE LANE, LONDON N.W.2

**Every time** 

YOU

drive ...



# your car vacuum-cleans the road

- at your expense.

protect your most vulnerable investment with The moment your new car leaves the showroom or works, water, mud, stones and flints are sucked up at speed, pounding, peppering and scoring its unprotected parts. Let this continue—and sooner than you think rust and corrosion have got a foothold.

Dunlop Rubbaseal stops this costly damage. It wraps every inch of vital underbody with a resilient, waterproof coat. It cuts down drumming, squeaks and rattles. It keeps depreciation DOWN, re-sale prices UP.

See your local garage NOW. Dunlop Rubbaseal can be applied quickly—and once on, WILL LAST THE LIFE OF YOUR CAR.

DUNLOP RUBBASEAL

### Disconnected Jottings

BY THE SCRIBE Barry Appleby Drawings

### Priorité

M OTORING in France is easy, but two things do worry me. One is the absolute refusal of some visiting motorists to use their horns before mountain hairpin bends, for it is the custom of many locals to hoot, and on receiving no answering horn note, to motor round on the wrong side. This applies especially to buses and trucks.

The other worry is what seems to me the logical but lunatic French system of priorite à droit. With the exception of certain great roads, anybody may swan gracefully out from the most obscure little turnings into the main road, without pausing. If he comes from your right he has the right of way, and so he probably doesn't even look in your direction.

The British system of priority for traffic on the more important of two intersection or joining roads seems more logical, and to some extent the French are adopting it. They use the English word "Stop."

### We May Emerge

THERE are not many of such old signs left, but I did, the other day, come across the notice "Go slow, Carriage Drive." There is something delightfully autocratic about this, and it conjures up a picture of the squire and his lady in the carriage, with James on the box, being swept out by the pair of high-stepping bays.

When passing the carriage drive, it was no doubt the duty of peasantry to pull the cart well in, to listen carefully, and to have a hand free for touching the forelock in a respectful manner.

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Autocratic

### Our Playthings

NOTHING to my mind could be sillier than the very heated differences of opinion which have taken place, privately and in print, about the Farina styling of the B.M.C. 1½-litre cars. They please most, including myself, but that is not the point. I feel that motorists are too completely



Difficult to please everyone

swayed by appearance, to the neglect of almost every other consideration.

almost every other consideration.

One group of people who were arguing pro and con Farina with great earnestness was asked if anybody knew what shapes and tendencies were good or bad for air-resistance and m.p.g.; for stability on a windy day; and for low or high tooling and production costs. None of these people with such strong views on car shape had the slightest idea of the practical factors. Are cars toys for grown-up children?

Good objects of any kind are developed by the patronage of an enlightened clientele.

### Tastes

BECAUSE it made fitting of the fog lamp almost impossible, I removed from my car a heavy bar of brightwork which ran across the middle of the grille. This left a bright-mesh grille, with normal heavy rim.

Some hailed the plainer front as vastly improving the car, and others said I had completely ruined the appearance. I am glad I am not a stylist, for it must be very difficult to please everyone.

### Oviform

O admirers of coachwork of the Vintage era, I can recommend an old book called Motor-Body Building, by James Shepherd, published in 1923 But it is probably out of print. Mr. Shepherd explains the secrets of the art, and such basic shapes as the fusiform (or egg-shaped), which is the basis of a graceful and sportive tourer in one of the drawings. Those old bodies were conscious and highly skilled art. But the difficulties and snags of timber-framed coachwork are set out in the frightening detail; I do remember myself that it was considered unwise to take saloons on rough roads, as rattles and strain were bound to result, and that very wet weather and very dry were alike perilous. As to the beautiful varnished finishes, they required sleepless care.

However, tall readers will agree with the book when it says, "One thing to be specially borne in mind, particularly in limousines, is that due care be taken to provide head and hat room over the rear seat; ladies' hats are of varying size, and it is folly to provide headroom which, while being suitable for small hats, is unsuitable for one of more ample proportions."

Care for the ladies' hats also provided for the heads of tall gentlemen!



Ample proportions

### Bird's-ere Yiew

M OTORISTS, coming in turn upon stretches of main highway illuminated by lamps of sodium, mercury vapour, ordinary electric or even in a few places gas type, can be very eloquent about their respective values in illuminating the road ahead, or in transmuting the loveliest complexion into something out of a space comic.

In a recent trip to the North, I drove at night in the West Riding of Yorkshire along a road which follows the crests of a range of hills; below in the neighbouring valleys at each side lay conglomerations of townships, merging one into another, which not even a "Tyke" would claim are pretty in daylight.

In dark, however, with industrial smoke naze swept away by a brisk breeze, they were so entrancing as to be worth a halt to see them properly. Sodium lighting of trunk roads strung vivid golden necklaces along the valley floors, contrasting with the bluish light of other main systems, the pearly tint of electric bulbs and the dim, buttercup glow of gas lamps climbing the hillsides. Throw in a few variegated neon signs, a blaze of light from a fairground, happily out of sound range, and the result-real beauty. Doubtless, drivers down below were cursing the quick changes of colour and intensity, as ever.

### Ears Popping

ALTHOUGH we like to hear from overseas readers, some of their letters make us very envious. Today a Persian motorist asks about an altimeter which will read up to 15,000ft because some of the passes of Iran are too high for a normal 10,000ft accessory.



### New Service for Foreign Tourists

MOTORISTS who are not members of LVI a motoring organization are often reluctant to take their cars abroad without any guarantee that they may be recovered in cases of serious breakdown, but cover for these and other contingencies is now included in a new foreign motoring service introduced by Thos. Cook and Son, Ltd. All the facilities for foreign touring are provided by this new Cook's service run by the Autotravel department-and there is no standard charge. The facili-ties are available separately at individual

ties are available separately at individual prices, as follows:

GB plate, 7s 6d: Continental breakdown insurance (17 days), 15s; (one month), £1; additional expenses insurance, enabling the motorist to continue his holiday if he is deprived of his car by accident, loss or breakdown, covering transport of the party and luggage to their destination or hire charges of another car if available, and additional hotel expenses up to £10 each (17 days), £2 10s; (one month), £3; international certificate for motor vehicles, 10s 6d; preparation and issue of exportation certificate (from 29C (Sale)), £1.

These new services are of covere in

These new services are, of course, in addition to the Cook's facilities already available for sea or air reservations, hotel bookings, tours, French petrol coupons, travellers' cheques, foreign currency and so on. The additional expenses insurance is one facility which will certainly be welcomed by many.

### B. M.C. Appointments

SIR LEONARD LORD has decided to or relinquish the position of executive chairman of Fisher and Ludlow, Ltd. Mr. G. W. Harriman has been appointed to succeed him in this post, and Mr. Harriman thus becomes chairman and managing director of Fisher and Ludlow. Mr. Ing director of Pisner and Ludiow. Mr. H. J. T. Wing has been appointed secretary of Morris Motors, Ltd., and of B.M.C. Service, Ltd. He also becomes director and secretary of the U.K. subsidiaries of Morris Motors, Ltd.

#### Mobilgas Run in South Africa

A BORGWARD TS57 was the outright A winner—at 39.13 m.p.g.—of the South African Mobilgas Economy Run which finished in Cape Town on 22 April. English cars won two of the classes-Austin A.55 the overdrive section of Class B with a figure of 35.78 m.p.g. and an Austin A.95 the overdrive section of Class C with a figure of 26.84 m.p.g. The event, starting in Port Elizabeth on 20 April, took competitors over an 875-mile route. Results 891-1.290 c.c.: Renault Dauphine. 53.73 m.pg.; 1.291-1.800 c.c.: Boyward T8575 c.c.: Open Republic Control of the Cont

Full reports of the English and American events will be found on page 659.

### Highway Code in Switzerland

SOME important highway code changes have been made in Switzerland, which should be remembered by those planning to tour there this summer. There is a speed limit of 60 k.p.h. (about 371 m.p.h.) in built-up areas, with a few lower speed limits. Overtaking is permitted at road

### Next Week

- Description of a new six-cylinder estate car
- Preparing for the compulsory vehicle testing, part III—lamps and electrics
- Mountain passes for the experienced motorist
- Road Test-Morris Oxford V
- Big sporting weekend coverage

  —Tulip Rally, Silverstone, Prescott

junctions "with a free view" so long as this does not interfere with the priority of the overtaken driver. It is an offence for a driver who is being overtaken to accelerate. Signals must be given at every change of direction, including lane-changing (as when overtaking).

All drivers, cyclists or pedestrians involved in a road accident will be ob-liged to submit to a blood test, and refusal to consent to this can result in up to six months' imprisonment. The Swiss Government is to bear responsibility for all damage caused by "unknown agency" i.e., by hit-and-run drivers, or by drivers stolen vehicles.

### Simcas for Hungary

THIS year Hungary is to import 1,000 French Simcas, of which half will be for use as taxis. This will be the first time under Communism that cars from West Europe have been imported to Hungary.

### Insurance in France

A<sup>S</sup> already recorded, third party insur-ance is compulsory in France. Visitors touring there from this country



VISITORS taking their cars to Ireland no longer need a triptyque, and this red windscreen vig-nette is issued instead. It is free, and is valid for one year; the colour is to alter each year

are advised to take with them the international Green Card insurance certificate, but for the benefit of those who go to France without a Green Card the A.A. state that insurance can be arranged with the customs authorities at the entry port. It costs 1,700 francs for two days (about £1 4s) or 3,500 fr (£2 8s) for seven days and 7,000 fr (£4 16s) for 21 days.

### America's Top Twenty

IN America the following list of 20 best-selling car makes in order of sales Dest-selling car makes in order of sales figures has been published: 1, Chevrolet; 2, Ford; 3, Plymouth; 4, Oldsmobile; 5, Buick; 6, Pontiac; 7, Rambler; 8, Dodge; 9, Mercury; 10, Cadillac; 11, German Volkswagen; 12, Chrysler; 13, De Soto; 14, French Renault; 15, Studebaker; 16, Edsel; 17, British Ford; 18, Lincoln; 19, Italian Fiat; 20, British Hillman.

### Modified Metropolitans

CHANGES made to the American Motors versions of the Metropolitan 1500 include provision of an outside lug-gage locker lid, a new seat adjustment mechanism, improved seat cushions, and larger tyres

### Speed Limits in France

STARTING on 9 May, a speed limit of 90 k.p.h. (56 m.p.h.) will be enforced at weekends on approximately 1,250 miles of French roads. This limitation will be in operation during the last four control of May all weekends of August weekends of May, all weekends of August, and the first two of September. routes which are affected are:

RNT, Montargis-Moulins: RN2, Paris-Soissons; RN4, Paris-Vitry Le Francois; RN6, Chagny-Lyon; RN10, near the exit from the L'Ouest-Chartres motorway; RN113, Bordeaux-Marmande; RN10, Bordeaux-Hendaye; RN13, near the exit of the L'Ouest-Lisieux motorway; RN14, Paris-Rouen; RN17, Paris-Péronne; RN20, Paris-Orleans; RN34, Paris-Esternay; RN78, St. Germaindu Plain-Chalon: RN113, Bordeaux-Marmande; RN113, Agen-Toulouse; RN433, Lyon-St. Germain du Plain.

### Photofair Special

NEXT week's issue of our associated journal Amateur Photographer will be a special, much enlarged number containing a complete guide to the Photofair which is to be held at Olympia, London, from 11 to 16 May. Full details of how to get there, stand plans, and advance details of exhibit highlights will be in-cluded. This **Photofair Guide** number will be on sale from all newsagents next Wednesday, 6 May, price 1s 3d as usual.

### Holland in Lincoln

AT this time of the year South Lincolnshire becomes a "little Holland" with magnificent displays of tulip fields in A free leaflet showing refull bloom. full bloom. A free leaflet showing re-commended routes for viewing the fields, is available free from the Royal Auto-mobile Club, Pall Mall, London, S.W.1. It gives details of the Spalding Flower Parade, to be held on Saturday, 9 May, and the subsequent exhibition of the main flower floats on 10 May.

### Alexander Developments

MODIFICATIONS of improved design for the B.M.C. 847 c.c. engine and earlier 803 c.c. units for the small Morris and Austin models are now available from Alexander Engineering, Ltd., Haddenham, Buckinghamshire. These include revised twin-carburettor inlet manifolds and new control linkages.

Conversion to Stage 1 consists of a modified cylinder head giving a compression ratio of 8.9 to 1, twin S.U. carburettors, the new manifold and special valve springs. This costs £37 10s, plus £10 10s for fitting. Also a centre port exhaust conversion and 4.2 to 1 final drive are available. Included in the Stage 2 conversion are high compression pistons, larger valves and bigger 1½in dia S.U. carburettors; the cost is £69 10s, plus £13 10s fitting charge. A carburettor intake air pressure box, with cold air duct from behind the radiator grille, is available at £15

### A.A. Goes Solo

A NUMBER of radio-equipped solo motor cycles are being added to the Automobile Association's patrol fleet. A selected range of tools, first aid kit, spare petrol, foot pump and a puncture repair outfit are carried on the motor cycles. The superior manœuvrability of a solo machine—in comparison with the sidecar units—will be valuable in dense traffic.

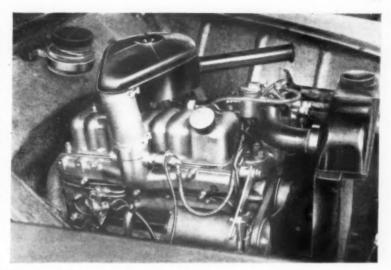
### Petrol by Pipeline

PETROL by pipeline is something new for this country, but motorists in the north-west will be served in this manner from next year onwards. Shell-Mex and B.P., Ltd., last week began work on a storage installation at Partington, 10 miles south-west of Manchester, that will be fed by pipeline from Stanlow Refinery, 23 miles away on the Manchester Ship Canal—the first time that pipelines have been used for this purpose in Britain. Two lines will be laid—an 8in pipe for

heavy oil products and a 6in pipe for gasoline fuels. They will operate continuously with a flow of about 3 m.p.h.



A NUMBER OF motor cycles used by the police to escort lorries carrying outsize loads have been fitted with twin flashing amber lamps at the front. Drivers are asked to take special care when they see them



SHOWING THAT IT can be done is this installation of a four-cylinder, I.6-litre Perkins diesel engine in a Peugeot 403. It was carried out to special order for the director of the Perkins distributors in Madagascar

and control will be largely automatic. No intermediate pumping stations will be necessary, but the heavy oil in the larger pipe will need heating in order to main-tain the flow. The pipes will be buried, sharing a conduit with those leading to the petrochemical plant in the immediate neighbourhood. From the Partington storage depot normal means of transport will distribute fuels to the north-west area, in which demand for petrol has declined proportionately from 54 per cent in 1939 to less than a quarter; fuel oil demand has increased by five times in the past ten years. Overall, of course, demand for oil products has never stopped increasing.

### New Transport Chairman

MR. A. B. B. VALENTINE is to be appointed chairman of the London Transport Executive, to succeed Sir John Elliot who retires on 30 June. His appointment will take effect on 1 July.

### Roadcraft III

NTIL 9 May the third phase of the UNTIL 9 May the third phase of the Roadcraft campaign is to be held in London in the boroughs of Bermondsey, Camberwell, Deptford and Southwark. All available police patrols have been drafted to these four boroughs and special signs with the words "Roadcraft Campaign" have been erected in the area.

### 10,000 Advanced Motorists

MRS. DAPHNE CHARD is the certificate and badge of the Institute of Advanced Motorists. At a cocktail party at the Savoy Hotel, London, last Tuesday, she received them from the Minister of Transport, Mr. Harold Watkinson, who has recently appointed an official representative of his Ministry to the Council of the Institute. The I.A.M. was formed in May, 1956, and has now tested over 16,000 drivers.

### Sandwich Engineering Course

APPLICATIONS may be sent to Bromsgrove College of Further Education for entry to a three-year sandwich course in automobile engineering. It was started two years ago for apprentices and

trainees of the Austin Motor Co., Ltd., and of their distributors, but is now ex-tended to include anyone who fulfils the conditions of entry, and who is engaged in or wishes to enter the motor industry. The course is free for students under the age of 18; for older students a fee of £12 per session is payable. Full details of the course may be obtained from the Principal, Mr. M. Ross, at Worcestershire Education Committee, New Road, Bromsgrove, Worcestershire.

### Calais Airport Improvements

AT Calais, the Calais-Marck Airport is being modernized, and the runway is to be extended to more than 4,100ft. The terminal airport buildings are being rebuilt and are expected to be ready this month. There will be a better passenger reception centre, a modernized control unit, and new reception facilities for cars. Building operations have not upset the normal flow of traffic.

### New Road Map

ROADS in South-east England are classified by width in a new Dunlop at 5s, which is now on sale at bookstalls and shops. The scale is five miles to lin, and the area coursed it below the state of the sta road map published by Geographia, Ltd. lin, and the area covered is bounded by the south and east coasts, and a line through Bournemouth, Bath, Gloucester, Worcester, Birmingham, Coventry and Kettering. There are an alphabetical in-Kettering. dex to place names, small sectioned maps showing main routes through 14 major towns, and a London exit route map. Probably this new map will be of greatest value to those who seek to avoid main, congested highways for their summer motoring

### Police Stricter in Sweden

REGULAR and frequent road checks are being made by the police in Sweden, in which cars are inspected and mechanical weaknesses or deficiencies are recorded. Penalty marks are awarded—4 for defective steering, 2 for a faulty head lamp—and so on; and a total of 10 points results in legal action against the driver, and in the vehicle being put off the road. Minor faults may be corrected within a specified period, after which the vehicle is rechecked by the police.

### News and Views . .

### Westminster Commentary

Parking Meter Pros and Cons. An interim assessment of parking meters can now be made, as they have been in operation in London for nine months. The number of standing vehicles in the area concerned has been reduced from 1,520 to 750, and the long-term parker has, to all intents and purposes, been eliminated. The average speed of traffic is understood to have increased from 9.2 to 10 m.p.h., although in the rest of London the average speed has been steadily decreasing. The Road Research Laboratory, studying accidents in the area, reports that there has been a substantial reduction in the number of accidents, whereas in the rest of London they have been rising. The time taken to make a visit in the parking meter area has decreased by 10 per cent, but in the surrounding areas of Mayfair it has increased by 29 per cent. Possibly this increase is a result of the overflow of cars displaced from Mayfair to surrounding districts.

to surrounding districts.

Revenue from each meter has worked out at 18s a week, instead of the estimated 15s a week, but operating costs have proved higher than was expected. The real dead-weight of the scheme is the taxation aspect Every M.P. recognizes the urgent need for off-street parking, but the meter revenue will make little contribution to this end with the income from meters being halved by the Treasury. The heavy capital cost is known to be standing in the way of the Westminster City Council's attempt to develop an off-street garage for 250 to 300 cars.

The idea of underground car parks in the London squares has faded out completely, but the plan to build a park under the parade ground part of Hyde Park, near Marble Arch, is under consideration.

Parking Discs. Mr. Samuels and his party have returned from their second took or the Paris, parking disc, system.

Parking Discs. Mr. Samuels and his party have returned from their second look at the Paris parking disc system without, it seems, second thoughts. They still argue that the cost of supervision is a great deal higher than for parking meters, and that it requires at least three times as many officials.

times as many officials.

Driving Tuition. Mr. Nugent has



HYDE PARK in London has recently acquired a new entrance. It runs under a newly completed building, joining Knightsbridge with the South Carriage Road. It has been named Edinburgh Gate

turned down the suggestion made by Sir Frank Medlicott, M.P., that all cars used for driving tuition should be fitted with dual control

### I.M.I. President

MR. STANLEY S. DAWES has been re-elected president of the Institute of the Motor Industry for the coming year. This will be the 13th time he has held the presidency.

### Instruments of Science

INSTRUMENTATION for science and industry was never more important, and in the 600 pages of "British Instruments Directory and Buyers' Guide" is to be found a compact and convenient guide to British products in this field. It is published, in co-operation with the Scientific Instrument Manufacturers' Association of Great Britain, by United Science Press, Ltd., 9, Gough Square, London, E.C.4, at £2 2s, and world-wide distribution is being arranged. It includes a scientific instrumentation glossary in French, German, Spanish and English,

and fully illustrated articles describing a wealth of scientific instruments for a wide range of applications.

### Small Chevrolet Soon

WITHIN a week or two Chevrolet are expected to start production of a horizontally opposed, six-cylinder engine for their projected small car. Reports from Detroit add that by August production of all units for the car should be running at 20,000 a month, ready for introduction of the model in October.

### Used Car Auction Prices

THE following is a selection of prices realized for used cars at a recent sale of Southern Counties Car Auctions, Ltd. In the "Condition" column, A stands for very good, B for average. The first column refers to the body, the second to the car's mechanical condition.

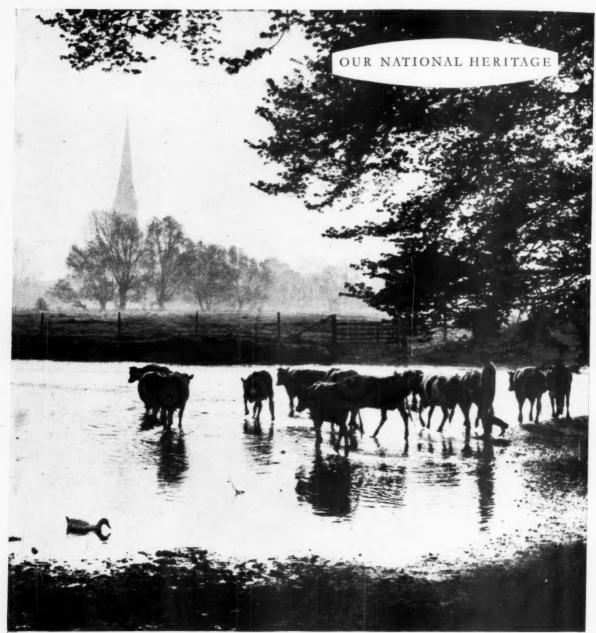
Car				Date (	Cond.	Price i
Armstr						
Sapphire	346	* *	* *	Jan. 55	AA	495
Austin						
A.35				Feb. 58	AB	485
A.40				Oct. 53	AA	375
A.55	* *			May 58	AA	735
Fint						
600				Mar. 56	AB	390
Ford						
Popular				Apr. 55	AA	290
Anglia I				Dec. 57	AA	490
Consul I				Mar. 58	AA	697
Zodiac I	I			July 57	AB	672
Hillman				,,		
Minx				Sept. 57	AB	620
Husky				Jan. 55	BB	355
Jaguar				Just. 33	40 40	200
Mk. VII	T			Jan. 57	AB	1.140
3.4	•			Dec. 56	AA	1,030
Morris				200. 00		2,0.00
Minor I	000			Mar. 57	AB	5271
Oxford				Nov. 54	AA	470
Isis				Sept. 55	AA	432
Rensul	**			Sept. 33	18 18	4341
Dauphin				Apr. 57	AA	570
Singer		* *	* *	ripi. 21	28 28	310
Gazelle				Mar. 57	AB	635
Standar	d'	* *		Mar. 37	AD	0.52
Eight	u			Jan. 55	BB	350
Ten	* *	* *			BB	
Veneman	**	**				510
Vanguard		* *	* *	Dec. 57	AB	735
Vauxhal	-					
Victor	* *	* *		Nov. 57	AB	585
Velox	8.4	* *	* *	Apr. 57	AB	590
Wolseley	7				-	
15/50				May 57	BA	785

Southern Counties comment that used car prices have remained virtually unaltered in spite of the small Budget reduction in purchase tax on new cars. This confirms the fact that used car prices are ruled by supply and demand rather than by any direct relationship with the corresponding new price.



IN LIMITED production in Sydney, Australia, is the Buckle, based on Ford Zephyr components. It is seen here competing at the Manly Warringah Sporting C.C. hill climb at Foley's Hill, New South Wales; and it has been an exhibition for the first time at the Melbourne Silver Jubilee Show





Salisbury,\* on the Wiltshire Avon, is one of the oldest and most interesting cities in Britain. Six miles to the North is Stonehenge, on Salisbury Plain, and two miles to the South, the great prehistoric fortness of Old Sarum. Sarum was known to the Romans as Sorbiodonum, and was later the home of the kings of Wessex. The beautiful Cathedral, built 1220—1266, is one of the finest examples of Early English architecture. The spire (404 ft.) is the highest in England.

The perfect companions for seeing Britain are the new NATIONAL BENZOLE ROAD MAPS, Britain's finest. Not only main roads, but even the tiniest by-ways are clearly shown, together with places of historic interest and important landmarks. Four large-

scale maps cover England, Scotland and Wales. Two wonderful extras are the London Special and the Route Planning Map of Great Britain. Available at all National Benzole Stations, 1/- each. Complete set Na of six in attractive plastic case, 7/6d.



By Appointment to Her Majesty the Queen Suppliers of Motor Spirit National Benzole Company Ltd Mercury House, 95 Knightspiridee, London SW7

PEOPLE GOING PLACES GO SUPER NATIONAL BENZOLE

\* See National Benzole Road Maps: Section One (South East England) Square M.29.

### Super Fuels

I have purchasea recently a new 24-litre family saloon with a compression ratio of 7.8 to 1. dealer from whom I acquired it says I am quite safe in using "Super" fuel, and will benefit by increased performance and economy. Yet another garage owner has warned me of severely burnt exhaust valves by using 100 octane petrol.

T. F. H. Bristol. WITH A FAMILY SALOON, the engine of which has a compression ratio of 7.8 to 1, we should not expect you to feel any benefit in increased performance or economy through using super fuel. Normal premium should satisfy fully the needs of the engine. Had the question concerned an older vehicle we should have added that higher octane fuel like super may help to cover pre-ignition faults in a worn or coked engine.

There would be no greater danger of

burnt exhaust valves through using 100 octane petrol rather than normal premium petrol. If the owner you mention suffered burnt exhaust valves while using 100 octane petrol he should look elsewhere for

the cause.

### **Battery Master Switch**

Autocar of the Lucas battery master switch; I had wanted one of these for many years. However, the big disadvan-tage of this model is that one has to lift the bonnet to switch off. I want to switch off for even short periods—e.g., shopping—therefore the master switch should be fitted inside the car and hidden behind or below the facia. Is there a switch to suit my requirements?

London, S.W.4. Y. L. ONE VERSION of the Lucas battery master switch is suitable for the purpose you envisage; it is part number 76605, and it costs 14s. This is, however, for the switch only, and it does not incorporate the battery connector. It should be mounted as near to the battery as is convenient, and connected into the battery circuit by as short and heavy a conductor as possible to reduce voltage drop.

### Running-on

I have heard many pros and cons on the subject of running-on. I have a 1956 MG A that I love dearly but it runs on annoyingly, I would like to know just how dangerous or harmful this is to an engine if allowed to continue. I prevent it by engaging the clutch while the transmission is in gear.

New Yersev, U.S.A. F. W. S.

New Jersey, U.S.A. UNLESS IT IS very severe and prolonged, running-on is not likely to harm your engine, but it does suggest that the car may be running at the point of incipient detonation at other times, and this could cause local overheating and perhaps piston failure. We would suggest that you check the degree of ignition advance, mixture strength and normal engine running temperature. We have heard of cases in which the ignition of the MG A has worked into a more advanced position than the correct setting. You will lose no appreciable power if you try a setting fractionally more retarded than the makers' recommendation.

Too weak a mixture can contribute, but presumably you have checked your carburettor settings. Also, are you using the recommended grade of sparking Your



READERS who wish to submit questions are requested to enclose a stamped, addressed envelope and address their letters to *The Autocar*, Dorset House, Stamford Street, London, S.E.1, marking the envelope "Readers' Service" in top left corner. Queries should not be submitted which are the normal business of manufacturers' service departments.

If, through any of the usual faults, the cooling system is not doing its job, this again could be a contributory cause of running-on-we have in mind a partially clogged radiator, rubber hose connections which have swelled with age and are restricting the flow, a faulty thermostat or a slipping belt-which would affect your dynamo charging also. It is not a big job to check hose connec-tions and if necessary replace them, or to flush out the water system (in reverse direction of flow).

Finally, instead of engaging the clutch to stop the engine when it is running-on, you should try pulling out the choke for a moment or two before you intend to stop, and leaving it out until you have switched off. The richer mixture should

help to prevent running-on.

### Hire Purchase Charges

Recently I bought my first used car under hire purchase, and would appreciate your opinion on the fol-lowing figures, to know whether they are reasonable by today's standards.

Price of vehicle £350 Deposit paid to dealer £117 5233 Balance to pay €59 Charges Agreement charges £1 Total £60

Total sum to pay  $(£233 + £60 \ 8s) = £293 \ 8s$  payable in 36 monthly rents of

Also, in a letter accompanying my copy the agreement, the company states: "Please note that at the conclusion of the agreement you have the option of purchasing the vehicle for the sum of £1." What, please, do you suppose is the reason for this remark?

Warrington. It is clear from the figures quoted that you were charged a flat rate of 8½ per cent per annum on the initial balance outstanding under your agreement. This is the standard rate charged by the reputable Finance Houses on used cars up to five years old. From the cash price of £350, we assume you bought a car at least five vears old.

The resulting charges of £59 7s may seem high at first sight, compared with the flat rate of 5 per cent charged by banks for personal loans, but you should bear in mind the following points:

Banks pay no interest on the bulk of their funds, while Finance Houses have to pay upwards of 5 per cent for their money. You were allowed three years' credit. Banks normally restrict personal loans to

two years. Once you borrow from a bank you must repay the full amount. Under your hire purchase agreement, should you fall on hard times, you may be able to extinguish all or most of your liability by hand-

ing back the car.

The Term "hire purchase" is really a shortened form of "hiring with option to purchase." Thus, Finance Houses arrange rentals to cover the cash price of the car plus charges over the period of your agreement. Payment of an option fee of £1 is a perfectly normal way of concluding the transaction, and until it and the payments are completed the vehicle

Bearing in mind that Finance Houses have to pay for their money, and the ease with which they make credit available for lengthy periods to customers whom they never see, we think the charges you have

to pay are reasonable.

### Touring in Ireland

As I am borrowing a Ford Consul for a two weeks' S. Ireland, is it permissible to stick a GB plate in the window? I do not want to drill holes in the car if it can be avoided. Are there any other documents necessary for touring in Ireland other than the 290 (Sale) for the English Customs authorities? I understand that the triptyque is

not required after 1 May this year.

London, E.11.

It is PERMISSIBLE to show the GB plate through the rear window. An alternative is to stick it to the rear bumper with Bostik, which may be removed with a little perturb after return to England. little petrol after return to England.

You are correct in saying that a trip-tyque is no longer required for Ireland. You will need a Green Card of insurance from your insurers to cover the car,

### Importing Privately

As I will be in Germany for the next two and a half years, am thinking of buying a used car out ere. How long will I have to keep it before I can bring it home (to England) without paying import duty? May I take

it home on leave with me?

B.F.P.O. 39, Germany.

M. L.

To bring the car into this country without paying import duty and purchase tax you must own it abroad for at least one year, and you must continue to own it in England for at least two years after the date of importation. If you sell it within the two-year period both customs duty and purchase tax will be payable.

You may, of course, bring the car to England for your leave because you will then be a visitor, as opposed to someone taking up residence in this country.

When you bring the car to England on a permanent basis you must have the original invoice, duplicate foreign registration book, police certificate, and the insurance policy, all as evidence that you were the actual owner of the car abroad for at least twelve months.

### CHECKING YOUR CAR FOR THE TEST-Part 2

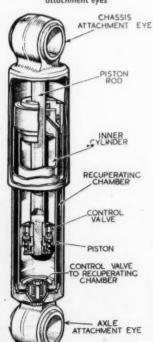
# Inspection and Overhaul of Steering and Suspension System

Impending tests for cars ten years old or more were described on 17 April, and adjustment and maintenance of brakes last week. Next week lighting requirements will be discussed.

In any gathering of motorists, conversation settles sooner or later on a car's performance. Maximum speed and fuel consumption are discussed; road holding comes high on the list of debarable subjects. Always engines are a more popular topic than steering connections, suspension dampers and spring mountings, possibly because these units are regarded more as mere ancillaries, whereas an engine does have "life"—some more than others!

However lively an engine is, and however much time an owner spends in careful tuning, most of this time will be dissipated when the moment of truth comes at the compulsory inspection, if the steering gear is found to be faulty. Older cars can be placed in two groups; there are the ones which have been well cared for by one owner since the first date in the registration book. These usually have the original kit of tools, the chassis components are looked after, lubrication has been done systematically, and although the paintwork may be a little worn, it

A direct-acting telescopic damper; apart from inefficiency arising from internal wear, there may be need to replace the rubber bushes at the attachment eyes



will be a reasonably safe bet that the car is fully roadworthy.

In the other group are the cars which in many cases have passed through numerous hands, some less conscientious in maintenance than others. Their present owners will now have the responsibility of preparing the cars for the test, and although it does not matter in which order the jobs are tackled, it will be obvious that correctly operating steering and suspension units are just as important as an efficient braking system.

Steering defects can be considered under four main headings of symptoms, and each of these has several possible causes; sometimes one combines with another to produce the undesired result.

The examiners will be on the look-out for any of the faults mentioned in the right-hand column of the faults table, and it will be up to the owner of the vehicle being tested to see that none of these exists on his or her car.

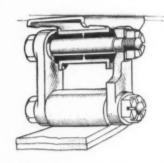
Just as in overhauls of other parts of the car, attention to steering and suspension is not beyond the capabilities of owners who usually do the majority of maintenance themselves. Others may wish to get the local service agent to do the job. If this is the case, it is always advisable to ask for an estimate; most of the reputable garages will not tackle a job of this nature until the estimate is agreed.

For the man who is going to do the work himself, the first thing is to make sure that the tyres and inner tubes—few if any of the cars tested at first will have tubeless tyres—are in good order. There must be plenty of tread, wear must be even, the side walls should not have any cuts, the interior walls must be free from cracks and fractures, and finally the tyres should be inflated to the recommended pressures. Although it is not essential, it is recommended that the front wheels and tyres are balanced. Most garages now have the special equipment necessary for this work and if they have not, they are usually in a position to get it done quickly elsewhere. Dynamic balancing is necessary for high-performance cars; for others simple static balancing will often suffice.

Before the wheels and tyres are attended to, the car should be jacked up securely and, if possible, raised on wooden blocks, if a hoist or pit is not available. All road dirt and old grease must be removed from the road springs, shackles and brackets—suitable degreasing fluids are available from garages and accessory shops. The steering arms and connections must be given their share of the cleaning brush, and then a start can be made.

If the car is somewhat older than theten years laid down for the youngest "testees," the chances are that the shackle pins and steering ball joints will have assumed a shape which bears little relation to the original. Shackle pins are working constantly in the bushes, and once the initial hard surface has been worn through, wear is accelerated. Pins that are badly worn may be difficult to remove, but a certain amount of manipu-

FAULT	No.	POSSIBLE CAUSE
		Unequal tyre pressures.
CAR	2	Tyres worn.
MANDEDO	3	Suspension dampers weak,
WANDERS		Front or rear axle out of line
	5	Broken or weak springs.
	1	Excessive play in steering
WHEEL	2	Wheels and tyres out of balance
WOBBLE		Worn spring shackles.
MODDLE	4	Broken spring.
	5	Slack hub bearings.
	1	Low tyre pressures.
TYRE	2	Incorrect steering linkage ad
SQUEAL		justment
OQUENE	3	Axle out of line.
	1	Low tyre pressures
HEAVY	2	Lack of lubrication.
	3	Steering components bent of
STEERING		out of adjustment.
	4	Worn ball joints.

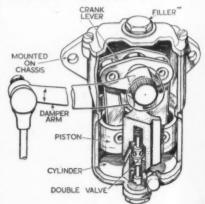


In addition to wear in the eyes of the shackle plates, there may be wear of the pins and of the rubber bushes

lation of the spring eye, and some judicious persuasion with a copper or lead hammer, will have the desired effect.

lead hammer, will have the desired effect. Spring eye and shackle bushes should be renewed if necessary, as it is a waste of time and money to mate a new part with an old one. Cleaning will reveal any broken spring leaves. If any are found, the whole spring will have to be removed for repairs, and if this is the case the rear pair, and the front also, might as well come off so that they can

A double piston spring damper requires regular topping up through the port at the top. It must be securely bolted on its mounting, and worn rubber bushes in the linkage should be renewed



be checked and, if necessary, reset to match with the new one.

When they are replaced, it is essential that the shackle pin nuts and the nuts on the spring clamping bolts should be locked by split pins, if the nuts them-selves are not of the self-locking variety.

While the springs are receiving atten-tion, the suspension dampers should be On some modern cars the checked. manufacturers recommend that the dampers be replaced every 10,000 miles, so it is very likely that most of the cars tested will show faults in this depart-ment. Not only should the dampers themselves be made serviceable (there are firms which specialize in reconditioning dampers), but the rubber bushes in the linkage should be replaced if worn. Before the wheels are replaced, it will

be advisable to check on the hub bearings. Some cars are fitted with pre-loaded wheel hub bearings, and no adjustment is possible. Other models may have taper roller bearings, and adjustment can be made in this case. adjustment can be made in this case. Taper roller bearings should not be run completely tightened up, as this will quickly ruin them; a very small amount of "float" is permissible at the hub of "float" is permissible at the hub when this type of bearing is correctly adjusted. The usual practice is to tighten it firmly, then turn the locking nut back one or two flats before inserting the split pin. While the hub is off, the opportunity should be taken to replace any faulty oil seals which may have been the cause of oil reaching the brake

Inings.

A focal point of wear in steering gear is at the king pins, and the bushes in which they work. In order to see if replacement is required, the front wheels should be attached temporarily and the wheel held at top and bottom. By endeavouring to rock the wheel vertic-ally, any play in the king pins may be judged, in addition to wear in the wheel bearings. Strictly speaking, there should be no movement at this point. If there is any cause for doubt, the pins and bushes should be renewed. On some older cars this can present quite a prob-lem, as the pins are usually a very tight fit in the axle, and to remove them may call for special equipment. In any case, it is essential that new bushes should be in line when fitted, so that the king pins and stub axles operate freely without lost movement. Here again, tools not usually found in the domestic garage will be required.

There are several types of steering gear, with slightly different methods of operation; a common feature is that the working parts have been immersed in lubricant from the time the car left the factory. And however old it is, it will be

surprising if the steering box is completely dry. Even so, wear takes place, and in most cases provision is made for adjust-

Before starting adjustment to take up any excess play between the steering wheel and the drop arm, it is advisable to examine the tapered splined end of the drop arm shaft. Over the years of a car's existence, a great deal of strain can be focused at this point, work being parti-cularly severe when the car is being manœuvred slowly in a confined space.

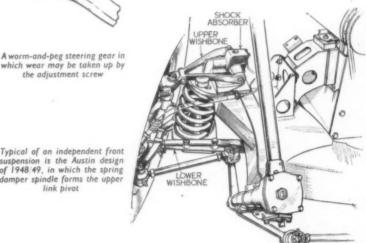
The tendency is for the splined end to become twisted, and if this has happened, the unit must be renewed.

Adjustment to steering gear is provided by means of thin metal shims on the inside of the cover plates of the box. some cases a screwed peg bears on the rocker shaft, and this may be turned from the outside to secure the necessary adjustment. Great care should be taken to ensure that adjustments are not taken up to such an extent as to introduce stiffness anywhere in the movement from lock to

Connections between the steering box and the road wheels are made by a series of rods or tubes. The majority of cars to qualify for the first tests will have the basic layout of a drag link which joins the steering drop arm to the right side front stub axle and a track rod which connects the two wheels. As these rods must be free to oscillate in almost any direction during steering and suspension move-ments, they are fitted at each end with a

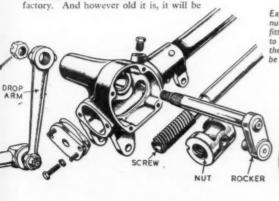
ments, they are fitted at each end with a form of universal joint.

This consists of a ball-and-socket arrangement which is usually springloaded, and in the majority of cases will be capable of adjustment. Later models are pre-loaded during manufacture and sealed at the factory. If there is any suspicion of wear at any of these points, the ball joint should be overhauled and adjusted correctly or replaced. If the unit is sealed and wear is apparent, the whole



Typical of an independent front suspension is the Austin design of 1948 49, in which the spring damper spindle forms the upper link bivot

the adjustment screw



Exploded view of the screw-andnut type steering gear such as is fitted to many cars likely to have to take the test. The spline on the end of the rocker shaft may twisted after years of use

item must be unscrewed from the drag link or track rod and replaced complete. Finally, after the owner is satisfied that all worn units have been replaced and the correct adjustments carried out, a check should be made of all lubrication points.

Faulty greasers can be changed for new and more efficient types. It may be found that some places are easier to reach with grease gun if the greaser is set at an

a grease gun if the greaser is set at an angle.

To ensure complete satisfaction before presenting a car for test, the steering geometry can be checked with an optical alignment gauge which most well-equipped garages have. "Toe-in" varies according to the manufacturers' instruction; usually it is not more than 0.125in. Caster angle and camber angle, which can be unset by a bent axle or worn king pins be upset by a bent axle or worn king pins and bushes, may be checked with this equipment.

# Daytona Speedweek

By ROGER HUNTINGTON, A.S.A.E.

THE annual "Speed Weeks" at Daytona Beach this year were quite an affair. The beach speed fans were disappointed because the sponsoring group (NASCAR) chose to soft-pedal the beach events, and boom up the races on the new \$2 million 2½-mile speedway, located a few miles inland from the beach. Some of the fellows who paid \$22 to enter cars for the flying and standing mile runs on the sand were able to run through the traps only two or three times in the whole two weeks. All the beach events were poorly organized and understaffed. Meanwhile activity was booming over on the new asphalt speedway. . but only for the professional racing boys with NASCAR track licences. This was where the crowds could be conveniently passed through a turnstile! Well, the law of supply and demand must be served. . but this thing had all the earmarks of the death of an important American institution. It could be a mistake—only time will tell.

Actually, with the factories out of stock car racing and with tuning left to back-yard mechanics on a shoestring, top performances in some of the beach classes did not equal records set two or three years ago. Highest official two-way speed for a production car was 137.77 m.p.h., set with the new 345-b.h.p. power pack on a '59 Pontiac sedan. The long-dormant 348' cu in (5.7-litre) Chevrolet engine finally nosed out the little 283 cu in (4.6-litre) fuel injection engine, 131.72 m.p.h. to 128.5 (though the latter car was later

disqualified for having an illegal distributor). Incidentally, the new 335 b.h.p. Chev "police" engine on the 348 block, mentioned in these columns some weeks ago, is still not available to the general public. The above record was set with last year's 315 b.h.p. kit. And the above order of performances was reversed in the standing mile runs. Best run was 87.1 m.p.h. (average) for a '59 Pontiac—but here the 283 Chev nosed out the 348—83.6 m.p.h. o 83.2. The Fords and Plymouths and Olda were not in it at all this year. Oh, yes . . highest speed of the beach meet was 147.42 m.p.h. set by Detroit housewife Vicki Wood, with a '58 Pontiac sedan with Latham axial-flow supercharger. Sounds like 400 b.h.p.! What the beach lacked in colour was

What the beach lacked in colour was more than compensated at the speedway. The old pros really put on a show. In the first place, this new track is strictly a "flat out" deal, designed for lap speeds up to 180 m.p.h. The back straightaway is 4,000ft long, and equilibrium speed on the 31-deg banked turns at each end is approximately 110 m.p.h. (says NASCAR). Anyway, you do not have to take your foot off the floor all the way around in a stock car, and the r.p.m. drops very little in the turns. And by driving the turns up close to the top of the banking, where the angle is greatest, tyre wear can be controlled quite well. (Only a few of the boys were on to this trick, and these were the boys who placed up at the top in the long 500-mile sweepstakes. Winner Lee Petty made only one tyre change on his Olds-

mobile while many of the boys were stopping five and six times for rubber.) Two-lap qualifying averages for the big race ranged up to 144 m.p.h. for the big Pontiacs and Thunderbirds (using the optional 350-b.h.p. Lincoln engine) . . . and one 100-mile sprint race was won at the amazing average of 143.2 m.p.h.! All this with cars that will stand up to an inspection for production specifications!

Prior to the 500-mile race there was

Prior to the 500-mile race there was much speculation whether an American mass-produced factory engine could run for three or four hours at full throttle and at crank speeds between 5,000 and 6,500 r.p.m. Our oval track racing over here has always given a chance to "breathe" the engine in the turns. The NASCAR mechanics were expecting the worst. Well, there were plenty of blown engines; but for every one there was another engine running at the finish—and sounding as good as it did at the start. Some of these were 283 cu in (4,6-litre Chevys) that had been revved at 6,500 r.p.m. or better all the way. We do not get the horsepower per litre on our big engines that you do in Britain and Europe . . . but I think we get as much rugged reliability and stamina as anybody.

In passing, I suppose I should mention a personal opinion that this new Daytona speedway may turn out to be a little too fast for its own good. There haven't been any serious crashes with passenger cars yet; but, already in a relatively few vehiclemiles of racing and practising with Indianapolis cars (lapping at speeds up to 176 m.p.h.) there have been two fatalities. It doesn't look good at all. There is to be a sports car Grand Prix next month, using a twisty road circuit inside the speedway and then circling the track flat out on each lap—and the racing world over here is waiting with dread to see what happens when less-experienced drivers get bunched up on the track in 160-m.p.h. Ferraris.

### CARAVAN RALLY ...

Continued from page 643

utter gloom the marshals bravely persevered. The competitors were fortunate

—sitting in their warm, dry cars.

An unfortunate effect of the change of plan was the mis-marking of the reversing test area 10ft short. This put an unfair handicap on the larger outfits and a decision was taken to delete the test entirely; a pity, because it was one of the most important manœuvring tests, requiring much skill and practice.

The surprise test and stopping and

The surprise test and stopping and starting tests were scarcely worthy of an important event, but those which followed were a good deal more useful. In the parking test competitors had to go forward 100ft, negotiating a 10ft gateway in the process and then back diagonally to the starting line before going forward once more to park by the side of an imaginary kerb. Only a small proportion finished with the nearside caravan wheel within the prescribed 3in of the kerb.

As a test of driving judgment, the outfits had to be negotiated through three bollards placed one-and-a-half times the distance between the car front axle and the caravan axle, and then through four bollards placed only six inches wider than the outfits. Only a few competitors got a clear run; more often than not it was the nearside bollard of the first pair forming the restricted passage which was hit.

ing the restricted passage which was hit.

From a roadability aspect the speed test
was the most important. In this the

drivers had to accelerate for 220yds and then run on at speed, decelerating and coming to a stop in a further 440yds. Marking was for acceleration and overall time, with extra marks for percentage of "g" while braking; 75 per cent earned 20 marks; 65=18, 55=12; and 45=4. Some overall times were: J. R. Mackey, Ford, Zephyr (Carlight). Continental

Some overall times were: J. R. Mackey, Ford Zephyr/Carlight Conninental (28cwt), 44sec; R. C. Janes, Wolseley 6/90/Cheltenham Springbok (20½cwt), 45sec; and I. Mantle, Wolseley 6/90/Berkeley Cavalier (26½cwt), 38.5sec. C. Gregory, Jaguar 3.4/Carlight Cosmodian (24cwt) put up the fast time of 35sec, while his team mate F. Haigh, Wolseley 6/90/Carlight Continental (27cwt) scared everyone by arriving much too fast and overshooting. Fortunately, he kept straight—the credit for which goes mostly to the new Carlight stabilizer fitted to the tow hitch.

The concours d'élégance next day opened with yet more rain, and for a long time it was thought that the public would be robbed of their perambulation of the caravans. In fact, it improved and by the time the mayor drove away after presenting the prizes the Brighton front was bathed in warm sunshine—the rally was over.

J. Y.

AWARDS

Caravan Trophy.—E. W. Barrett. Co-driver, R. W. Webb. Morris Isis/Car Cruiser Clubman. 176 points. Natienal Caravan Ceuneil Award.—C. H. Gardner. Co-driver, A. E. Gardner. Sunbeam Rapler/Chettenham Sabd.—155 points. Third Award.—F. M. Pletcher, co-driver W. Card. G. Turnbull. Hilman estate car/Paladin Buccaneer. 192 points.

Esso Team Award, C. Gregory, Jaguar 3.4 Carlight Cosmopolitan. F. Haigh, Wolseley 6.90 Carlight Continental. R. Peatheld, Rover 90 Carlight Continental.

CLASS AWARDS

Class 1.—C. Gregory, Jaguar 5.4/Carlight Cosmopolitan, Class 2.—C. E. Barnes, Rover 1058 Car Cruiser Clubman, Class 3.—I. Mantle, Wolseley 6.90/Berkeley Cavalier.

Concours d'elegance.

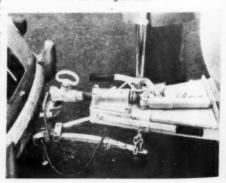
Ciase 1 (Over £200): Trade.—F. Haigh, Wolseley 6:90 Carlight Continental. Amateur.—E. P.
Northover, Jaguar Mk. VII/Freeman Welfour.

Class 2 (£400-£800): Trade.—D. A. Pearman,
Rover 105:Safari Senior. Amateur.—C. E. Barnes,
Rover 105:Safari Senior. Amateur.—C. E. Barnes,
Rover 105:S Car Cruiser Clubman.

Class 3 (Up to £400): Trade.—Miss E. A. Marshall, Jaguar 2.4 Eccles Avenger.

J. A. Hardee, Hillman Minx Eccles Cornet.

Carlight stabilizer incorporated in the new Bird and Billington hitch



# MOBILGAS: Kendrick Wins Again



Class winners and their cars. Left to right: Standard Pennant (A. Jones, G. Chaterre); Wolseley 1500 (P. Tothill, J. H. Harrison); Standard Ensign (H. F. M. Ransome, C. M. Walker); and Austin A.105 (H. G. W. Kendrick and J. M. Bloodworth)

INNER in the Mobilgas Economy Run is the driver whose car records the best ton m.p.g. figure (m.p.g. multiplied by the weight of the car in tons), and also wins its class. Last year H. G. W. Kendrick set up the best ton m.p.g. figure, but was not the winner in his class, and he thus missed by a frac-tion the distinction of having won the British Mobilgas Economy Run three times in succession. He made up for it this year by recording 38.78 m.p.g. with his Austin A.105, and winning the Run for the third time with a ton m.p.g. figure of 63.37.

From an early start on Sunday, 19 April, the route of the event took com-petitors from Ascot up to Edinburgh and then through North and South Wales, and on to complete the circular tour back at Ascot on the Tuesday. It included the usual varied conditions, from heavy traffic through towns and cities to occa sional deserted stretches of road, and from straight, flat main roads to some of the steepest climbs in North Wales.

On the right are the results for this year's event, and they give a very good guide as to the best figures which may be achieved in normal running conditions from typical production cars. As is now from typical production cars. As is now well known, the sponsors of the event do not allow freewheeling and each car carries an official observer to ensure that this rule obeyed. Also, the cars must standard in all important respects. At scrutiny, tyre pressures are set to the manufacturer's recommended figure for normal driving, and they may not be raised. Even carburettor jets and needles are replaced with new ones on each car, and settings are adjusted, by representatives of the carburettor manufacturers.

However, two loopholes have arisen.
The first is that competitors are permitted to adjust their carburettor settings after the cars have passed scrutiny. So, with

S.U. carburettors, nothing nothing prevents the main jet being screwed up to give a super-lean mix-

American Left to right: Woody Bell, Mary Hauser, Pierce Venable, Patricia Jones, Art Chrisman and Jim Parkinson

The other loophole concerns freewheeling in cars fitted with Borg-Warner over-This overdrive has an automatic freewheel which comes into operation below about 30 m.p.h. It cannot be avoided on occasion even in normal driving, and the rules therefore allow freewheeling when this overdrive is in use, provided a gear is engaged and the clutch pedal not depressed.

But nothing prevents competitors from dropping down to 30 m.p.h. at the top of a long hill and thus slipping into freewheel, and then descending on an idling engine while gravity speeds up the car to any-thing which road conditions and the thing length of the hill allow. Drive does not

re-engage until the engine is revved up to equal the car speed. In this way they save both time and petrol, and in such a closely matched contest the tiniest advantage is vital. It is significant that the first three cars in the over 2,600 c.c. class were equipped with Borg-Warner overdrive.

The Mobilgas Economy Run is an in-

teresting, useful and practical event of the motoring year; it would be a pity if the lack of rules to cover these trick tactics allowed it to lose some of its undoubted prestige.

## Company | Com

### Economy in America

A N average of 19.4396 miles per U.S. gallon was turned in by the 47 cars in the five-day, 1,898-mile Mobilgas Economy Run between Los Angeles and

Kansas City (5-9 April).

For the first time in the Run's 23-year history, the ton-miles formula was aban-doned for a straight miles per U.S. gallon figure, resulting in winners in six classes

and the abolition of an overall victor.

American, the 100-in A Rambler American, the 100-in wheelbase entry of American Motors, driven by Woody Bell of Sunland, California, and competing only against Studebaker-Packard's new Lark in the Class A compact car category topped all others with 25.2878 m.p.g.

Women drivers, competing for the third year, won two of the six classes. Mary Hauser, of Hollywood, Calif., driving her first Run, took the Class B Low-Price six cylinder field in a Chevrolet Biscarpe with 22.3788 m.p.g. Patricia Jones, of Wichita, Kan., drove a Dodge Coronet to first place in the Class D Low-Medium Price class with 21.7454 m.p.g. Pierce Venable, of Redondo Beach, Calif., gave Chrysler Cor-

poration its second winner when he drove a Plymouth Belvedere to an average of 21.1548 m.p.g. to win the Class C Low-Price, eight-cylinder class.

In the other two classes, Art Chrisman, In the other two classes, Art Chrisman, of Compton, Calif., in a Ford Thunderbird, swept the Upper-Medium price bracket with an average of 19.1301 and Class F, the High-Price category, was won by Jim Parkinson, of Burbank, Calif., in a Cadillac 62 with 19 0352 m.p.g.

The fleet miles per gallon average of 19.4396 compares with 18.75 miles last year, this despite a much longer Run.

year, this despite a much longer Run.

The first three places and miles per U.S. gallon ures in the six classes: The first three places figures in the six classes:

A—Rambler American (W. Bell), 25,2878;

Rambler De Luxe, 22,9572; Studebaker Lark De Luxe (6), 22,4422.

B—Chevrolet Biscayne (Mary Hauser), 22,3788;

Chevrolet Biscayne, 21,9439; Ford Custom 300.

G—Plymouth Belvedere (P. Venable), 21.1548; lymouth Belvedere, 20.9880; Ford Custom 300.

9.6599.

D—Dodge Coronet (Patricia Jones), 21.7454;
odge Coronet, 21.0164; Chrysler Windsor, 19.6454.

E—Ford Thunderbird (A. Chrisman), 19.1301;
hrysler Saratoga, 19.0701; DeSoto Firedome. -Cadillac (J. Parkinson), 19.0352; Imperial om, 18.2027; Lincoln, 17.2739.





The Hunter is a sturdy and strongly-constructed car, which still has an air of quality about its appointments. A fault has developed in the left support for the bonnet, which makes it difficult to close the lid

NE of the first important motoring events at the beginning of 1956 was the purchase of Singer Motors by the Rootes Group, and it will be recalled that although the models continued basically unchanged for some time, total price reductions of about £170 were announced within the month. The Singer Hunter which is the subject of this test preceded all this by a few weeks, being one of the last cars to be built by Singer before the company's change of ownership.

Externally, this Hunter is not in very good condition, and the implication is that it may have spent a considerable part of its life "garaged" in the open without proper protection. The chromium is below standard for a car that is only three years old, and there is extensive rusting, particularly on the vertical struts of the radiator grille. The black paintwork also lacks lustre, and there is rust around the door and wing joints, and along the roof gutters.

along the roof gutters.

Inside the Hunter there is evidence of much more careful preservation. The maroon Vynide of the seats and door trim has few creases or marks of wear, and the maroon carpets also are very sound. The painted-metal facia and door surrounds, and the plastic roof linings, are all virtually unmarked, and the general impression is of very good interior condition.

As a whole, the car is pleasant to drive, and it serves very

As a whole, the car is pleasant to drive, and it serves very well as a comfortable and well-planned car with room—on short journeys—for six people. However, by present-day standards it does lack power, and even if a light load is being carried there is need to make the fullest use of the gear box to keep the car rolling at a respectable pace in hilly country. The engine is a four-cylinder unit of only 1,497 c.c., yet it has to contend with an unladen weight of 24 cwt.

The design of the engine, with its single overhead camshaft, was much admired in its day, and it shows little deterioration as a result of wear. Twin carburettors were available as an optional extra, but although this car has the standard single Solex carburettor, the acceleration figures are within a second or two of those measured with the new twin Solex model in 1955. Starting is always good, and the choke is needed only momentarily to start from cold. The engine is quiet up to about 55 m.p.h., but thea, with engine revs building up to 4,000 r.p.m., appreciable noise and "buzzing" are evident. The gear box is silent, and although some weakness is noticeable in the synchromesh, so that care has to be taken to avoid noisy gear changes, the steering column gear lever is pleasantly easy and precise to operate.

Wear has had some effect on the steering, and there is a limited degree of lost movement at the wheel, but the directional stability of the car is good, and no conscious effort is needed to keep on course. When the car is running straight the cross-bar of the steering wheel is not horizontal. Sometimes this fault may be a symptom of an accident, but there are no other indications on the bodywork, or underneath the car, that this Hunter has ever been involved in a collision. The underbody and chassis were found to be in very sound condition, little affected by corrosion; and the exhaust is not leaking.

An unexpectedly good feature on the Hunter is its road-holding and cornering ability. It can be driven fast on winding roads with confidence. In such conditions the brakes are the limiting factor, because although they pull straight and powerfully, brake fade occurs after repeated applications, possibly due to relining with material differing from the original specification. The resulting heat build-up in the drums caused grease to escape from the seals in the front hubs. The hand brake is well placed and holds the car dependably on steep hills.

A pleasantly stable ride is provided by the suspension. The dampers have softened slightly and there is an occasional tendency to pitch on wavy surfaces, but this does not prevent the suspension from being praised for the comfort which it affords.

# Used Cars on the Road-141

### 1956 SINGER HUNTER

Basic price new	£687	10	0	
Total price new	£1,032	12	0	
Price secondhand	£495	0	0	
Acceleration from rest t	hrough gears:			
to 30 m.p.h.		7.7	sec	
to 50 m.p.h.	1	7.9	sec	
to 60 m.p.h.	2	7.6	sec	
20 to 40 m.p.h. (top gear):	1	2.8	sec	
30 to 50 m. p.h. (top gear):	1	3.1	sec	
Standing quarter-mile	2	5.0	sec	
Petrol consumption	25-27	m. p	o.g.	
Oil consumption	160 m.			
Mileometer reading		18.	150	
Date first registered	4 Januar	v 19	956	

Provided for test by Engines Reconditioned, Ltd., 333, Pinner Road, Harrow, Middlesex. Telephone: HARrow 1269.

The Singer Hunter always was a good and honest car, with a great deal to be said to its credit, and it is a pity that the general good impression of this used example was spoilt by a number of irritating minor faults. Thus, when it was received for test the windscreen washer was not working, and as a windscreen wiper blade of the wrong type had been fitted on the left side, about an inch of the blade had to be cut off to prevent it from fouling the top of the screen surround. There was a short-circuit through the number plate lamp, and the heater was completely out of action. Both of the flat beam fog lamps were in need of adjustment. During the test the dynamo output fell progressively until finally there was a 7-amp discharge with the head lamps on. These are all faults which are easily and cheaply rectified, but together they do suggest that the car has not received the careful maintenance which it deserves.

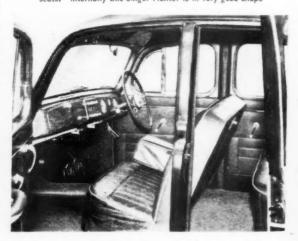
In the luggage locker is the fitted tool tray, with its tools still practically complete and appearing to be little used. A jack and starting handle are included, but the inspection lamp (clipped to the bulkhead on the model when new) is missing. Under the boot floor is the spare wheel—an unused Goodyear. The rear tyres—also Goodyear—will soon be due for replacement. On the front wheels are practically new Tyresoles retreads.

In the Road Test of the model, criticism was made that the top of the steering wheel interfered with the driver's line of vision; this is even more pronounced now that the car has seen use, and that the driving seat has sagged slightly. In other respects, the visibility over the rounded bonnet and wings is good

is good.

The Singer Hunter is an unusually well-equipped and comfortable family saloon. This example did not give the impression of being a high-mileage used car; mechanically it is basically sound, and has the essentials of a dependable vehicle.

In addition to the facia glove locker, there are cubby holes in both of the front doors. Folding arm rests are provided in the front and rear bench seats. Internally this Singer Hunter is in very good shape



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# 'FORD ubiquity'

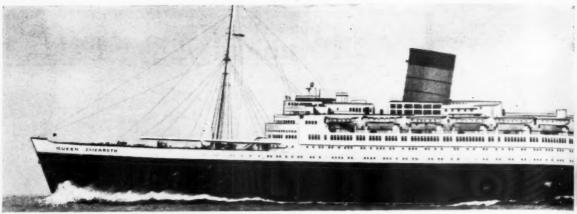


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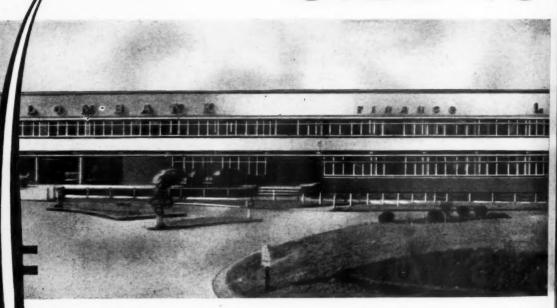
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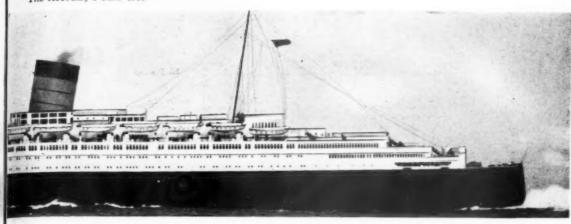
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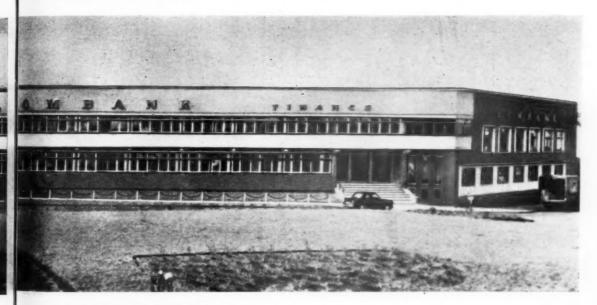
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VALE OF EVESHAM is a great attraction at this time of year for the loveliness of its fruit tree blossom. From A44 near Broadway, this is the view towards Childswickham

# Correspondence

### Tail-first Parking

"Include this in Driving Tests." My office overlooks a oneway street in which parking is permitted along both sides, such parking allowing room for only one stream of traffic. Congestion is caused by the fact that private car drivers will insist on trying to drive nose-first into a parking space a little over the length of their own vehicle. This results in ineffectual shuffling to and fro causing congestion. Some drivers even neglect to attempt to line their car to the kerb, but leave the rear sticking out into the traffic stream. The arrival of the first bus or lorry causes a traffic jam, and a spate of horn-blowing and shouting.

traffic jam, and a spate of horn-blowing and shouting.
Would it not be possible to include the manœuvre of reversing into a parking space between two cars in the driving test? From my own casual observation it would seem that approximately 75 per cent of present day private car drivers either will not or cannot reverse their vehicle into a space of one-and-a-half times its own length.

wn length.

JOHN VENN.

### The U.S. Market

Preference for the "Never Old." Mr. Huntington states in Detroit Notebook (27 March) that "many auto observers over here (U.S.A.) believe this import market penetration has peaked and will tend to level out at some figure well under 10 per cent when the big three bring out their models this fall." Advance publicity states that all U.S.A. small cars will follow the market-expanding habits of their larger brothers; to wit: planned obsolescence. The system is to change the appearance of the auto at least once a year in order to give the present owners an inferiority complex. This American form of gamesmanship creates second-hand cars.

The European cannot afford to have his pocket picked each fall when the "new" models come out, and your manufacturers build many models which do not have a date line stamped on the exterior. A small group of Americans are realizing that the gain in dividends is more than offset by the fast rate of depreciation. Thus, the stock owner-car owner takes it from one pocket to place it in the other. As long as "plannned-obsolescence" is employed in the design of all American cars (both large and small), classic design cars of any size, cost or economy will find an ever-increasing market. One market which the "Big Three" should exploit with their "planned obsolescence" small cars is that small European market which admires the always-new school of design. As for me, I prefer the "never-old."

Santa Barbara, California, U.S.A. ROBERT HAWKINS.

### Why No Skid Pan?

. . . And No Crossed Hands. Any means of reducing the number of road accidents must be applauded, and while I humbly subscribe to the good wishes extended to the I.A.M. by the Minister of Transport, I think that their avowed aim, which is to raise the standard of driving, goes too far in some directions and not far enough in others. For instance, no mention is made of a skid patch, yet one would have thought that this would be

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

# Correspondence

a sine qua non of an advanced driving test-indeed, I would like to see a skid patch made available in every large city. One has only to watch the clueless tactics of many drivers on an icy road to realise that they have never learned how to control or provoke a skid.

Then the silly quibble of faulting the crossing of hands on the wheel. Anyone who can corner or park a large American car (usually about five turns of the wheel from lock to lock) without overlapping must be issued with more than the regulation quota of arms. Conversely, a sports car with high geared steering such as the Austin Healey or TR3 does not require this yo-heave-ho technique. You adjust your tactics to the type of volue verbility of the LAM, test lies, in my opinion, in the fact that accidents occur when drivers become "accident prone," and the chief causes of this state are fatigue, frustration, frayed tempers and alcohol. For obvious reasons, no examinee would permit his or her weakness to show up in a driving test, no matter how searching.

Oxford. M. E. THACKER.

### Continental Camping

Recommendation from Germany. With reference to the query about Continental Camping by H. S. H. (20 March), a book which may be of interest to your readers is published in French, German and English by a German firm—it is called Europa-Camping. It covers 1,800 camp sites in 25 European countries together with information regarding money, visas, cost of necessaries, and the like, in each of the countries. It also gives routes covering interesting places, together with maps and sketches. It is, in the opinion of campers here in Germany, the best and most comprehensive guide of this type on the market.

The cost is 5.50 D. Marks (approx. 9s 6d), and is published by Europa-Camping, Stuttgart, Postfach 730, Deutschland. Should any difficulty be experienced in obtaining the guide I will be pleased to help in any way.

Moenchen Gladbach, Köenigsbergerstrasse, 15, Deutschland. D WERSTER

### Ten-plus Examination

Advocate of Inertia Brake Test. I was interested to see that the article "Ten-Plus Examination" (20 April) confirmed my views regarding the shortcomings of workshop brake testing, whether on rollers or pads. The variables which apply to both these systems make them grossly unreliable, in addition to the fact that the testing surface in no way resembles a road surface. They take no account of suspension effects, which on the road may result in temporary loss of tyre adhesion, thus affecting braking efficiency. It is true that the inertia system requires skill and experience, but as the tests are to be handled by qualified men this presents little difficulty.

Since, in the final analysis, it is the performance of the brakes under road conditions that matters from a safety viewpoint, motorists who wish to have a true picture of their brake efficiency should have them tested by the inertia system.

Weston-Super-Mare.

M. R. HASE, A.M.I.M.I.

### Chromium Plating

Practice and Precept. It would appear from the writings of "The Scribe" and others that the substitution of stainless steel and light alloys for chromium plate on cars should end all corrosion and cleaning troubles. This may be so, provided there is an improvement in the corrosion-resisting quality of the stainless steel and anodised light alloys beyond the present standard. We regularly chromium plate stainless steel external car parts for customers who are not aware that the corroded parts are stainless steel. The ability of stainless steel to resist corrosion varies according to the chromium content, and this is restricted to render the stainless steel amenable to the fabri-

"The Scribe" is "amazed that one manufacturer is considering chromium plating the stainless steel"—to us, with over 30 years' experience of chromium plating, including the polishing of stainless steel since its inception, it appears a logical step, excluding any consideration of colour. We know that stainless steel components on cars have suffered corrosion (the pit marks are quite deep and expensive to remove) and we can confirm that an adequate deposit of chromium on stainless steel improves

its corrosion resistance, and it can also be polished to a higher degree than stainless steel. The polishing technique of chromium on stainless steel is different from normal procedure. Regarding "The Scribe's" remark on aluminium corroded by salt in the roads, it can be accepted that the aluminium trim was anodised by the makers or their sub-contractors; therefore it had failed in service. Untreated aluminium alloys oxidise and corrode very rapidly, under outdoor conditions especially, in industrial areas. It is, therefore, very improbable that untreated aluminium alloy would be used by the car manufacturers.

The anodic process which offers the greatest film thickness and protection (albeit a little variable)—namely, the Benhough Stewart-is not suitable for colouring by dye; therefore, other processes, providing a thinner but more even film, will be utilised; we hope they will be satisfactory. Re-treatment of coloured anodised components will be necessary, and if complete colour schemes in pastel shades are envisaged for cars, the colour matching will be a problem greater than any offered by body to provide a property will be a problem. by body repaints. As motorists, we hope that designers will "walk slowly" when making changes in finishes and metals. We recommend the following: -

(1) Reduce the amount of chromium plate on cars

- Eliminate the chromium plating of electro-negative base metals.
- (3) Eliminate the chromium plating of shapes, difficult to keep
- Restrict the chromium plating of steel to bumper bars only, to be plated to the following specification:

Bright nickel 0.002in.

Chromium (Hard) 0.005in.

Mop polishing not to be utilised.

Constant check tests to ensure no porosity, and a minimum amount of stress in the coatings.

H. MERRYWEATHER,

Salford, Lancashire.

### Dipped Head lights

Well-Tried Modification. Recent correspondence leads me use of dipped head lights is a very important safety precaution in helping the pedestrian, especially the aged, to recognise a moving vehicle.

The only possible objection I can see is that of oncoming drivers who feel they are dazzled. This objection can be overcome by separating the two head lamps, using a twin cable and a simple push-pull switch connected to the offside head lamp. Thus either the nearside or both lamps can be used as required, and I usually find the one nearside dipped lamp sufficient in built-up areas; it seems not to offend anyone. I have been driving for 45 years, and have fitted this modification to my last SIX CARS

Kirk Ella, Yorkshire.

ALEX. W. P. NEWTON.

### Alfa Romeo Memory

An Exhibit at Beaulieu. I was very interested to see, photograph of the corner at Beaulieu dedicated to Collins and Hawthorn (10 April) a 2.3 Le Mans Alfa Romeo, FGC 409, which revived happy memories for me. Being then managing director of Monza Service, Ltd., which firm specialized in Alfa Romeo, I purchased this car in 1938 from Luigi Chinetti in Paris and imported it into this country. I understood that this which finished second to a Lagonda at Le Mans in 1935, having been held up by battery trouble during the night for long enough to destroy its chance of winning. After a complete overhaul, re-painting in blue and re-



" I had a rebore, packed up tobacco to help pay for it. . . . So that the car and I stopped smoking at the same time "

upholstering in red, the car was sold to a Mr. Russell-Roberts, in whose possession it remained, I believe, during the war. The last time I saw the car was when competing myself with another Alfa Romeo at Brighton Speed Trials in 1946, and I had a long discussion with the owner and entrant, Mike Haw-thorn's father, as to the advisability of running or not with a clutch which was not all it should be. Mr. Hawthorn, sen., decided not to compete, and I was lucky enough to make fastest sports car time of the day with the Mille Miglia Alfa which I was driving.

I suppose it is a good thing that an outstanding car such as

this should be preserved for posterity in a museum. Nevertheless, I cannot escape a twinge of regret at the thought that this comparatively young vehicle—which was genuinely suitable for everyday use, and had a performance which, even to-day, is not to be sneezed at-may not ever again turn a wheel in anger, so to speak!

London, N.8.

R. E. L. FEATHERSTONHAUGH.

### Two-stroke Preference

Why Not in British Cars? Whilst accepting the fact that design of the conventional four-stroke I.C. engine has reached a stage of near perfection, it cannot be denied that simplification is not one of its strong points. In view of the keen competition between the motor manufacturers, I am surprised that the use of two-stroke engines is being so sadly neglected, as the com-parative simplification in design and ultimate maintenance would surely make it a popular choice amongst a wide section of the

motoring community.

An increasing number of such power units is being used in this country, but they are confined to the manufacture of microcars, motor-cycles and scooters, whereas Germany has placed on the market a most interesting and efficient 4-5 seater car employing a three cylinder, two stroke engine of 1000 e.c. capacity. There must be some reason for the omission, beyond the usual reluctance of car manufacturers to depart from a well-tried practice in engine design.

Downham Market, Norfolk.

H. BLAKEY.

### Squeaking Nylon?

Change-But Not For the Better. About six months ago some rubber bushes in the front suspension of my sports car were changed for nylon ones, which feature on the latest version of Since their introduction they have creaked, and with time the noise grew so bad that it could easily be heard above the engine and wind noise. Whereas at one time a spell above the engine and wind noise. Whereas at one time a spell of wet weather would effect a temporary cure, this is no longer the case, and in desperation I now have to oil the bushes about once a fortnight. Hence with their introduction I now have four extra, very inaccessible lubrication points.

The loud creaks must presumably have signified excessive

friction, heat and wear. Perhaps someone can explain why nylon bushes with their moving parts are preferable to rubber ones which, in my case, gave no trouble at all; and how they are immune to dirt when muddy water can clearly get into them. Alternatively, they may just be another new idea which is proving to have drawbacks in service.

Welwyn, Hertfordshire.

J. P. HELLINGS.

### Back Numbers

would be interested in back numbers of *The Autocar* of various dates since 1951.

33, Redford Avenue, Wallington, Surrey.

LIONEL JOHNSON.

### Claims for Uninsured Losses

HAD just completed a claim for a client and was discussing the arrangements for the repair of his car when said "Now what about the cost of he said hiring another car? I suppose you will pay that—after all, this accident wasn't my fault". Reluctantly I had to tell him that although his policy was described as "Comprehensive", the cost of hiring another vehicle was not part of the cover, and that he must look to the insurers of the negligent third party for recovery. "But supposing they refuse to play ball" he queried, "how do I stand then?" Again I had sorry news for him—he would have to stand the loss himself, or risk incurring further expense by taking legal proceedings.

To-day many private motorists are using their vehicles for business purposes and, in consequence, have possible loss-of-use claims when involved in an accident. Furthermore, as the cost of insurance increases a growing number of policyholders are carrying the first £10 or more of each claim; this is another item which features among uninsured losses.

Let us consider a typical case. Motorist X lives in a remote country district and uses his car to drive 10 miles to and from his work in a nearby town. The only alternative means of transport is by bus which takes a roundabout route, and involves so much delay that X loses 5 hours' work per day. He is involved in an accident which is clearly the responsibility of the other party, and the third party insurers are prepared to consider the loss-of-use claim. of-use claim.

Now the financial loss which X suffers as a result of his car being under repair should be the amount of his claim, for it is quite impossible to assess inconvenience in terms of £. s. d. He will, therefore, seek to recover the wages lost be reduced working hours or, alternatively, the cost of hiring another vehicle to enable him to work his normal hours.

This is rather a special case and, generally speaking, a motorist using his car for social, domestic and pleasure pur-poses only has little hope of establishing a loss-of-use claim. There are exceptions, such as hotel fees incurred when holidays have to be cancelled through an accident, or the cost of hiring a taxi to replace a car used to convey, say, a person unable to use public transport to hospital for out-patient treatment. Damages for depriva-tion can only be very small unless genuine financial loss can be proved. In the case of the business user, the position is much clearer. He may well be able to prove that without his car it is wellnigh impos sible to continue his business, in which case he is clearly entitled to claim the cost of hiring another vehicle of similar type.

It does not follow, however, that because he spends £12 per week for six weeks hiring another car that he can recover £72. The insurance company against whom he is making this claim will wish to ensure that six weeks is a reasonable time for the

repair to last.

Another point to be considered is the saving resulting from the lack of use of his own vehicle. If the claimant is a commercial traveller doing 400 or 500 a commercial traveller doing 400 or 300 miles per week, there will be a substantial saving in tyre, engine and battery wear; he will be expected to make an allowance for this from the hiring cost.

Recovery of an excess is much more straightforward; all that is necessary is confirmation from the claimant's own insurers that there is, in fact, an excess on the policy, and provided the other party is responsible for the accident and adequately insured, recovery should be automatic.

Two interesting cases came to my notice recently where, although one party appeared to be clearly responsible for the accident, the other motorist was still unable to recover either excess or loss-of-use

In case No. 1 the negligent party was an L driver with an expired licence, and uninsured; he was duly prosecuted by the police and convicted on several charges. Being a person without means, he ignored all requests to pay the excess of £5 on the policy, and it was not considered economisound to obtain a court order for, 5s per week which almost certainly

would not be paid regularly.

In case No. 2, a lorry crashed into the rear of a car which was stationary at traffic lights. Severe damage was done to the car, the cost being covered by the policy. When the insurers of the lorry were presented with a claim for the cost of hiring another car, they maintained that the accident was due to "latent defect" in the brake mechanism of the lorry. The explanation of this term could provide an article in itself, but briefly it means that if an accident is caused by some hidden defect in the vehicle which could not reasonably have been foreseen by regular examination and maintenance, this will be a defence to any claim which is based on negligence.

Do not let these two cases worry you Do not let these two cases worry you too much; they are both unusual, mentioned merely to illustrate the pitfalls which occasionally arise in claims for uninsured losses. Although "latent defect" is put forward as a defence in a small percentage of cases, investigation often establishes the fact that the offending vehicle was not regularly maintained and vehicle was not regularly maintained and serviced, and thus the defence fails. It is, to use a legal term, all a question of fact, and the Courts have a tendency to show sympathy to innocent claimants wherever

In this article the position of a motorist owning only one car is considered; if a second car is available the position could be different. In the case of commercial fleets, other considerations apply as claims are then dealt with on the basis of loss of net profit. F. D. H.

### Rally Pattern for the Future?

ITH the obvious safety policy which is indicated by the C.S.I. in its choice of the new formula 1, and the future possibility that engine capacity for the sports car championship events may be limited for the same reason, it might be a good idea to consider the future of rallies before unpleasant happenings could lead to instant and ill-considered action.

If recommendations for the future of rallies are to be made, it may be helpful first to consider their origin. Rallies came into being as an alternative to pure speed events, offering a tamer form of motoring competition—yet with a technical interest combined with human skill. This original character changed little up to 1939, but following the incredible post-war development in road conditions and the startling advance in car design, all the larger European championship events have undergone drastic modification.

Originally the basic element of the rally was the car; its performance was rarely good, and its reliability often doubtful. Today, however, with good roads and far better cars, the rally organizer, in order to ensure that he has not too many un-penalized competitors at the end of the road section, has had to turn to other

means of ensuring a result on the road.

Organizers' opinions on how this should be achieved have been divided; on one side there is the classical event, the Monte Carlo or Liège-Rome-Liège, in which the road section, over a difficult route, is long and tiring. The alternative is the Tour de France or the Sestriere type, with re-sults decided on a number of separate speed events. At present these two trends have in common characteristics which are negative and dangerous, and have little to do with mechanical reliability or

driving. These are brought about by extreme physical fatigue, resulting in the hazard of diminished reflexes, and weather conditions which can sometimes play a far greater role than can be anticipated.

In their efforts to determine results on the road, organizers set sections over which the required average speeds are extremely dangerous, and have little in common with "touring" competitions. For an organization to be discussing safety measures for circuit racing and, at the same time, permitting competitions on un-closed, twisty roads at all times of day and night, with tired drivers fighting against time in cars whose condition is often far from perfect, does not make

If one is to justify rallies, they must at least be shown to have some use—for example, the test of the motor vehicle, its mechanical components and accessories under every conceivable condition, with

a view to their improvement.

Surely, since the design of the car has changed, so must the form of competition in which it is to compete? Today's and tomorrow's cars must equally suit the slow crawl of city traffic, and high-speed cruising on the new motorways; must have the acceleration necessary to cope with slow traffic; and have powerful brakes. Add to this the requirements of comfort, safety, ease of handling in confined spaces, then try to devise a competition which will test these features but, at the same time, avoid the useless fatigue and danger to which drivers are now exposed, and which are useless as a test of the car.

In future the open road must be used

only for travelling from one rally test to another, at average speeds that are in keeping with the road and traffic condi-

tions and do not cause the competitor to risk the lives of himself and other road users, and to break every traffic law, written and unwritten.

Perhaps, in future rallies, it will be of importance to seal many of the mechanical parts in the car, so that the only work that could be carried out without penalization would be of the sort that an ordinary motorist might have to do. The use of non-standard carburettors,

plugs and gear ratios would be banned. Competing crews should be classified by tests which bear some relation to the normal use of the car. One could plan tests over closed road sections and on tracks to prove the acceleration, the braking, top-speed and high-speed reli-ability of these cars; also ease of handling tests in which roadholding, transmissions and driver's skill were all put to the test. Tests in particular climates—snow and ice in winter, sea level and high alti-tude driving in summer—should be attempted without any adjustments being permitted to the standard car. These ideas should be considered as the basis

for future rallies. Traditions must yield to modern re-quirements, and in rallies as in ordinary motoring safety must come first. One must never forget that the unchangeable law of all motoring, and its true end, is to go from point A to point B as quickly, as comfortably and as safely as possible in all weathers and conditions. Only if rallies are able to add something helpful to this law and produce adequate testing that will tend to diminish the time on journeys and increase their comfort and safety, can such competitions be justified and have any great merit in the eternal search for perfection.

COUNT "IOHNNY" LURANI.

### Weekend Events:

T seemed that the Cotswold Hills had directed all the rain clouds they could muster above Cheltenham last Saturan uster above Chetennam last Saturday afternoon, then dropped the lot on the Veteran Car Club's rallying point there. The few crews who had roofs over their heads, and windscreens, became drenched as soon as they left their cars. Winners of the Rally were E. Quirk and J. R. Edmonson, who had brought a 1904 single-cylinder Darracq two-seater all the way from Keswick, in Cumberland.

Fortunately, the heavens could not recharge in time for Sunday's hill-climbing

by the Veterans and Edwardians at Pres cott, an event so successful that it must surely become an annual fixture. It was marked by such freedom from mechanical breakdown as to confound those who predicted the ancient machinery might be overstrained. Although second runs were permitted, many entrants with primitive lighting arrangements and long journeys home were content with one only. The sole Nineteenth Century car entered, E. D. Woolley's celebrated 1897 Daimler (in Woolley's celebrated 1897 Daimler (in which last year he drove single-handed to Munich and back), took two unassisted runs, the faster in 258.39sec. This was perhaps the first ascent of Prescott with hot tube ignition. One or two drivers had to dismount at Pardon hairpin for a rush-and-run put the wheels were kent push-and-run, but the wheels were kept on the move in every such case.

### ETERANS PRESCOTT

This was the first outing in top finish of French blue for Philip Mann's singlecylinder 1909 Sizaire Naudin (with independent suspension of its front wheels). It thumped up the hill with exhaust cutout open, looking every bit the Edwardian voiturette de course, in 111.96sec. Wood's 1910 German Phanomobile, a three-wheeled queer thing like a motorized Bath chair, with all its working parts festooned around the single front wheel, took only a little longer (121.6sec). looked surprisingly stable.

Guts and glamour were concentrated mostly in the large capacity class, 1905 to 1916. Twelve litres of 1908 G.P. Itala carried Sam Clutton to the top very quickly indeed, his skill and experience of Prescott reflected in two runs differing in time by only 0.05sec (56.62 and 56.76) Stanley Sears was almost as well regulated in his 1914 T.T. Sunbeam, and his spirited drifting round the Semi-circle was fine to watch.

A magnificent Edwardian making its maiden competitive appearance was Cecil Bendall's 1912 5.7-litre Austrian Daimler -very fast, too, in 63.78sec on its first run; the second attack expired through a fuel blockage, within sight of the Finish line. For less speedy glamour there were such splendid pieces as J. M. Chambers' 1908 Delaunay-Belleville touring car, Bill Cook's Roi-de-Belges Mercedes and H. E. A. Warner's candy-striped 1909 Lanchester, which had opened the event by an ascent with Cheltenham's deputy Mayor and Mr. George Lanchester aboard. Among the blossoming apple trees in the paddock, meanwhile, there was a well presented concours d'élégance.

PROVISIONAL RESULTS

Fastest time of the day: 1908 Itala 12.060 c.c. Clutton), 56.62sec.

(C. Clutton), 56,62sec.

Class 1 (Cars with 1, 2 and 3 sylinders, up.
1964): 1, 1904 Rolls-Royce 10 h.p. (O. Langto
115,95sec; 2, 1905 Gladistor 9 h.p. (H. R. Timmi
120,82sec; 5, 1904 Humberette 61, h.p. (Dr.
Warlow-Davies) 126,66sec; 4, 1902 De Dion Bout
8 h.p. (A. M. Sir G. Tuttle), 140,04sec.

Class 2 (Cars with 4 or more sylinders, up 1944): 1, 1904 Darracq 15 hp, (R. D. Gresory 82.07sec; 2, 1904 Renault 20/30 hp, (P. C. Waring 107.61 sec; 5, 1903 M. M. C. 20 hp, (H. G. Baggs 111.44sec; 4, 1903 Sunbeam 12 hp, (H. S. Simons 155.44sec)

1934-1950. Class 3 (Cars with 1, 2 and 3 cylinders, 196 1976); 1, 1914 Humberette 998 c.c. (S. Farndor 95,51sec; 2, 1915 Humberette 998 (A. E. Burnel 107-76sec; 3, 1914 Humberette 998 (A. E. Burnel 109-16sec; 4, 1909 Sizaire Naudin 1,470 (P. Mann), 111-76sec.

Class 4 (Cars with mere 1916): 1. 1908 Itala 12,060 2. 1914 Sunbeam 3,215 (6. 1913 Bugatti 5,020 (C. W. 4, 1912 Austrian Daimler 63.78sec.

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Long weekends...

Long runs...

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for TOP Mileage and TOP Safety!



Weekend Events

# WATERLOGGED GOODWOOD

THE British Automobile Racing Club's meetings at Goodwood are noted for good and punctual organization, and in spite of every effort on the part of the elements to upset this, the 34th Members' meeting was no exception. Punctually, therefore, at 2 p.m. the flag dropped for a ten-lap race for unsupercharged cars up to 1,100 c.c. The South African, T. Maggs, led a flotilla of eighteen other Lotus-Climaxes and one Tojeiro off the line, and rowed hard enough to stay in front the whole way. Behind him his fellow-countryman, L. J. Jacobsz, battled with A. V. Hegbourne (Tojeiro) for second place, and finally came away with the hopours.

finally came away with the honours.

First of the five-lap handicaps brought a school of closed cars to the grid. Two of the limit men, P. Pilsworth (Riley) and W. Blydenstein (Borgward) held the lead for the first four laps, the former handing over the lead to the latter on lap two, but the scratch man, P. Lumsden (Lotus Elite), swam very strongly through the surf to take the lead on the last lap, and win by 0.8sec.

The start of this race was enlivened by the sight of J. Goddard-Watts (Berkeley) holding a Peerless all round the circuit except down Lavant Straight. Previously this car had suffered from surge in the float chambers; it has now been modified by removal of the floats from the chambers and the fitting of an additional fuel pump which removes ex-

cess fuel from the chamber.

A ten-lap marque scratch race with a Le Mans type start turned into rather a procession, with no change in the order of the first four places throughout. Triumphs took most of the honours but C. J. Lawrence held his very fast Morgan close to R. W. de Selincourt, the winner.

A five-lap handicap for the minnow or small saloon class was led for three laps by J. Menzies (Messerschmitt) before being overwhelmed by a hunting pack of A.35s. After this all the Lotus 1,100s which had competed in event 1—and no 1,500s—came out to compete in the five-lap scratch race for unsupercharged cars up to 1,500 c.c. Keith Greene brought out his Lotus XVII for the first time, but obviously all was not well and he pulled into the quay on his second lap. A. B. Rees found more go than in the first race, and managed to hold off T. Maggs to win the day's fastest race at 73.77 m.p.h.

The tide, to show it had been on ebb

The tide, to show it had been on ebb hitherto, turned with a vengeance for the last three events, just as the field for event six came out. Three out of a shoal of Healey Sprites came in first; V. D. Clark (M.G.) carved his way through the field from scratch in a very determined fashion but, unfortunately, spun on his last lap. A five-lap handicap was rather a gift from the handicappers to J. M.

Mann (Ace-Bristol).

Final event—with the clouds and the spray from the track almost intermingling—went to K. W. Mackenzie (Healey Sprite).



BRANDS HATCH: A 5-lap handicap for vintage and venerable sports cars, which Hardman's 1496 Riley won in fine style at a race average of 60 m.p.h. Squadron Leader Lisle's Austin, right, also went very well, leading for several laps

B.A.R.C. Goodwood (1 Iap. 2.4 miles)
Scratch races: Non-supercharged cars up to 1.100
c.c. (19 Iaps): 1. Lotus-Climax (T. Maggs).
19min 59.2sec, 72.05 m.p.lh.; 2. Lotus-Climax
(L. J. Jacobsz), 20min 6sec; 3. Tojero-Climax
(L. J. Jacobsz), 20min 6.5ec; 78.54
m.p.h. Meglourne, 1min 57.8sec, 73.54
m.p.h. Weglourne, 1min 57.8sec, 73.54
m.p.h. Weglourne, 1min 57.8sec, 73.54
m.p.h. Weglourne, 1min 57.8sec, 73.54
min 14.5sec; 5. Lotus-Climax (L. J. Jacobsz), 10min 14.5sec; 5. Lotus-Climax
7.566 m.p.h. 1.54
min 54.2sec, 75.66 m.p.h.

75.66 m.p.h. Marque Scratch race, Le Mans-type start (11 laps): 1. Triumph TR5 (R. de Selincourt, 19mii 52.8ec, 73.64 m.p.h.; Morgan Plus 4 (C. Lawrence) 19min 35sec; 3. Triumph TR5 (S. Huyrell, 19mii 48sec; fastest lap: C. Lawrence, Imm 55sec

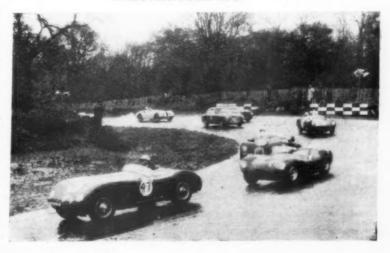
Handicap races (5 laus): A. closed cars: 1. Lotu Elite (P. Lumsden). Ilmin 11sec: 70.70 m.p.h. 2. Borgward (W. Blydenstein). 11min 11sec: 6. Riley 1.5 (P. Pilsworth). 11min 17sec: fastest lap P. Lumsden. 2min 2sec. 71.88 m.p.h. 6. disset 12 m.p.h. 6. disset 13 disse

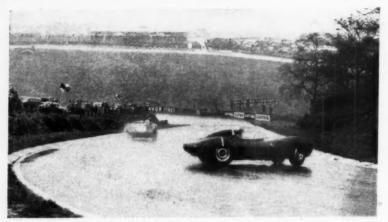
# WET MARTINI

AST Saturday's Martini Trophy meeting at Brands Hatch had all the ingredients of an entertaining day's racing except one—tolerable weather. Continuous driving rain did all it could to reduce lap times and enthusiasm, but with singularly little success. This year the meeting was organized jointly by the Aston Martin Owners' Club and the Jaguar Drivers' Club in conjunction with the Martini International Club, and a number of the races were for the two makes, new or venerable, separately or for appropriate mixtures of them.

Big race of the day was the 15-lap invitation scratch race for six Aston Martins and six Jaguars or Jaguarengined cars. Each car was given a target lap time and the team which scored the most points received the Martini Trophy

BRANDS HATCH: Aston Jaguar race over 15 laps for the Martini Trophy. Lee in the C-type, who eventually came fourth, is leaving Druids ahead of Ashmore's D-type, third, and farther back are Bond's DB3S and Sims' DB 2/4





It was quite the fashion to leave Druids sideways. Here Dalton's DB3S is picking up some useful seconds from Ashmore in a D-type with whom he had been fighting for second place

### BRANDS HATCH . . .

from Major J. Covernton. There were also cash prizes of £100, £50 and £25. Points were scored at the rate of one per second improvement on target times or lost similarly for lower performance.

The winner, at a speed of 62.55 m.p.h. was Bekaert in a 3.8 Lister-Jaguar. J. Dalton was second in a DB3S Aston Martin and D. Ashmore third in a D-type Jaguar. However, the team trophy on aggregate went to Aston Martins. Bekaert's best lap of 64.5 m.p.h. was very creditable in the conditions. During the afternoon the Brands

Hatch Trophy race for another Martini Trophy and cash prizes was run off. This was for racing cars up to 2,000 c.c. and was won by Bruce McLaren in a 1500 Cooper-Climax Monaco, after a lively battle with Whitehouse (Cooper).

There were some dramatic spins as cars crossed the water splashes coming down the hill from Druid's, and several cars made cross-country detours, but there were no casualties. Results of the ten were no casualties. races are:

Scratch races (5 laps): Event 1: With sealed handleap for Aston Martins built pre-1940 and Dayld Brown Aston Martin cars: Seratch: 1, DBSS (J. Dalton), 6min 10sec, 60.32 m.p.h.; 2, DBSG (M. Bond), 6min 10sSec; 3. Speed Model (J.

an), 6min 26.2sec. Fastest lap: J. Dalton ond, Imin 12sec, 62.0 m.p.h. Handicap (D. Howard), 6min 32.2sec; 2, DB2 (W. 6min 35.2sec; 5, DB2.4 Mark III 6min 43sec.

pps), 6min 45sec.

Event 2: (sealed handicap, any time Jaguar):
cratch: 1, Lister-Jaguar (J. Bekaert). 5min
5.8sec, 62.73 m.p.h.; 2, C-type Jaguar (P. Sarent), 6min 05sec; 3, D-type Jaguar (M. Charles).
min 31.6sec. Fastest lap: J. Bekaert, Imin 9sec.
2,73 m.p.h. 4modicap: 1, C-type Jaguar (P.
argent), 6min 54.8sec; 2, Lister-Jaguar (P.
ekaert), 6min 48.8sec; 3, Jaguar XK120 (C.
lairmonte), 6min 52.8sec; 3.

Clairmonte), finin 52sec

Event 3: Sports and Touring cars up to 1,600 c.c.

(first and touring cars up touring cars up to 1,600 c.c.

(first and touring cars up touring cars u

Wood), blill J. Seec. Wood, Imin 15.6sec, 58.69 m.p.h.

Event 4 (soaled handicap, C-type and D-type Jaguars, Jaguar-engined cars): Scratch: 1, Lister-Jaguar (J. Beknert), 5min 54.0sec; 2, D-type Jaguar (G. Ashmore), 6min 1.8sec; 5, C-type Jaguar (G. Ashmore), 6min 1.8sec; 5, C-type Jaguar (G. Ashmore), 6min 1.8sec; 5, D-type Jaguar (G. Ashmore), 6min 1.8sec; 3, D-type Jaguar (G. Ashmore), 6min 16.8sec.

Event 5: Sports and Touring cars up to 1.690 c.c. (second part): 1, Lotus Elite (I. Walker), 6min 5.4sec; 63.05 m.p.h.; 2, Lotus Mark VI (B. Mill-bank), 6min 8sec; 3, M.G. (B. Playford), 6min 8sec; 37.4sec, Fastest lap: I. Walker, Imin 10.8sec, 65.05 m.p.h.; 5 (soaled handicap, Jaguar XK): Sgratch:

formula 2 (N. Hicks), Imin Sosec; 5, Lotus B. McLaren, Imin 6.2sec, 67,45 m.p.h.

Event 9: Martini-Auton-Martin-Jaguar Trophy: 1.
Lister-Jaguar (J. Bekaert), 17min 50,6sec, 18min 6.2sec, 6,12min 50,6sec, 19min 50,6sec, 19min 6.2sec, 64,5 m.p.h.

Banin 4sec; 5, D-1ype Jaguar (G. Ashmore, 18min 10,4sec, 5,12min 10,4sec, 64,51 m.p.h.

Event 10: Any Jaguars (5 fags): 1, Jaguar XK130 (J. Bates), Imin 48,25sec, 55,94 m.p.h.; 2, Jaguar 5,4 (R. Romain): 5, Jaguar XK120 (R. Sturgess).

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### SILVERSTONE TOMORROW 學

RADITIONALLY one of our best events of the season, the B.R.D.C.'s "May Silverstone" takes place tomorrow—the eleventh meeting in the series, but the first to be run without Daily Express sponsorship. The meeting Daily Express sponsorship. The meeting looks like being one of the best; advance are up, and the entry is

magnificent.

Main race of the day is the Trophy race itself, in which the cars will cover 50 laps (approximately 150 miles) and in which the new formula 1 Aston Martins will make their debut in the hands of Roy Salvadori and the Texan driver Carroll Shelby. Scuderia Ferrari has entered two of the new, 1959 G.P. cars that did so well in their first race, the Aintree 200. They will be driven by Brooks and Phil Hill. J. M. Fangio himself will start this race. The B.R.M.s, which seemed, at Aintree,

to have all the speed they require-but still lack reliability—will be driven by Stirling Moss and Ron Flockhart, and Moss' drive in the B.R.M. will be watched Moss' drive in the B.R.M. will be watched with considerable interest. If the car proves satisfactory it could well be that he will drive B.R.M., as well as Cooper-B.R.M., in this season's grandes epreuves, the first, the Monaco G.P., next weekend. Scuderia Centro-Sud 250F Maseratis will be driven by da Silva Ramos and Hans Herrmann, and a couple more 250Fs, entered by one-time Maserati team manager Ugolini, will be driven by

manager Ugolini, will be driven by Scarlatti and by Miss Maria Teresa de Filippis-the first occasion since the war that a woman has taken part in a British formula 1 race. Factory-entered Coopers

—very much a force to be considered, the they have the full 21-litre

Climax engine-and Lotuses complete the field, together with a couple of privately-Coopers and Brian Naylor's J.B.W.-Maserati.

Running concurrently with this race there is an event for formula 2 (1,500 c.c.) cars—which, provided there are not fewer than six starters (nine have entered), will count towards The Autocar Formula 2 Championships. Entries for this race include two factory Coopers (Masten Gregory and Bruce McLaren), two Team Coregory and bruce McLaren, two feath Lotus cars (Innes Ireland and Alan Stacey), and Ivor Bueb with the British Racing Partnership's Cooper-Borgward. As well as driving in the Trophy race,

Stirling Moss is down to drive a new Aston Martin DB4 (3.7-litres) in the Gran Turismo race which opens the day's programme at 10.15 a.m. Immediately after this, he climbs into the 3-litre Aston Martin DBR-1 for the bigger of the two sports car races, and, finally, takes over the B.R.M. for the Trophy race.

Entries are as follows

INTERNATIONAL TROPHY; starts at 2.30 p.m.: Formula 1 section: Aston Martin (Salvadori, Shelby); B.R.M. (Moss, Flockhart); Cooper-Climax (Brabham, Burgess); Cooper-Maserati (Fairman); Ferrari (Brooks, Hill); Lovely); Maserati (Saylor); Lotus-Climax (Hill, Lovely); Maserati 250F (de Filippis, Scatlatti, da Silva Ramos, Herrmann); Formula 2 section: Cooper-Climax (Gregory, McLaren, Marsh, Russell, Parnell, Bill Moss); Lotus (Lireland, Stacey); Cooper-Borgward (Bueb).

(Butch)
Grand Touring Cars; starts at 19.15 a.m.: Up
to 1,300 e.e.: Turner (F R. Gerard); Lotus
(Charman, Warner, Lewis, Lawry, Walker,
Whitmore; (Lumsden); Austin-Healey Sprite
(Grahan, Gaston, Williamson, Haige; Renault
(Icnnings); Saub (Hurrell); Speedwell Austin-Healey Sprite (Hill, Sprinzel, Wood); Alfa Romeo
(Blezikle); 1,300 to 1,600 c.c.; M.G. (Bloxham.

Foster, Fitzwilliam, Martyn, Fletcher, Bekaert: Porsche (Burke). 1,600 to 2,600 c.c.: Morgan Clawrence, Belcher): Triumph (North). Over 2,600 c.c.: Aston Martin (Moss): Jaguar (Siefl. Brabham): Chevrolet (Baillie): Austin-Healey

2,600 c.c.: Aston Martin (Moss); jaguar comingrabham); Chevrolet (Baillie): Austin-Healey (Sears).

Sports cars up to 3,000 c.c.: Starts at 11.20 a.m.: 1,100 to 2,000 c.c.: Lotus (Dickson, Ireland, Stacey, Hill, Templeton, White, Piper, M. Taylor, Greenall, Graham); Cooper (Russell, Bowman, Bristow, Crabb, Braham). 2,000 to 3,000 c.c.: Lister-Jaguar (Buch, Halford, Gregory, Mould, Sieff); Tojeiror-Jaguar (Flockhart); Jaguar (Charles, Salmon); Aston Martin (Bond, Moss. Whitehead, Jean Bloxham); J.B.W.-Ferrari (Naylor); Cooper-Muserati (Salvadori).

Production Touring Car Race; Starts at 12.35 p.m.: Up to 1,000 c.c.: Austin (Horridge, Sprinzel, Adams, Shepherd, Haig, Boshier-Jones, Gerard, Goode, Gaston); Morris Minor (Foster); Saab (C. Threlfall). Over 1,000 and up to 1,600 c.c.: Borgward (Bridger, Spero); Ford (Young); Volvo (Wessblad, Nystrom, Andersson, Bengtson); Alfa Romeo (McKee); Riley (Leston, Grace). 1,600 to 2,600 c.c.: Ford (Uren, Cuff-Miller); Jaguar (Blond), Over 2,600 c.c.: Jaguar (Blond), Over 3,600 c.c.: Threlfall, Prior, Jaguar (Blond), Over 3,600 c.c.: Threlfall, Prior, Tamley, Shale, Greene, Walker, Arundell, Blumer, Jacobsz, Maggs, Campbell Jones, Randall, McKee, Gordon, Belcher, Pitty; Elva (Shaddick, Brierley, Dickson, Leston, Brown, Peters); Tojeiro (C. Threlfall); Cooper (Raby); Lola (Ashdown, Gammon, Broadley, M. Taylor).

B.B.C. broadcasts on both the Light and Home programmes: Light: 2 p.m. to 2.15 p.m., results

of the morning events and preview of the afternoon. 5.10 to 5.20 p.m., the afternoon. 5.10 to 5.20 p.m., 1,100 c.c. sports car race. 5.40 to

5.45 p.m., commentary.
Home: 6.20 p.m., Summary on
"Sports Digest."
A.T.V. London: 12.20 to 1.20 p.m.,

2.20 to 2.50 p.m., and 3.45 p.m. Cup Final interval.

# The Sport

Moss Wins at Syracuse Belgian G.P. Cancelled Hamilton's Farewell

BY PETER GARNIER

AT LEAST 56 cars are due to begin practice and qualifying trials today for the 43rd Indianapolis 500-mile race on 30 May. The Eldorado Special Maserati (eight cylinders, 4,190 c.c.), which Stirling Moss drove at Monza in the 500-mile race last year, is to race. The car has race last year, is to race. The car has been prepared at the Maserati factory, the suspension and gear box being modified; it will be driven by an American. As part of the annual face-lifting at the 2½-mile track, a new electric scoreboard is being erected, 73ft high. It will show the position of each car in the race, and the average speed and laps completed by the leaders.

In anticipation of attracting a record crowd, a 10,000-seat addition to the terrace behind the pit area is being con-structed. Official attendance figures are never given, but estimates of the crowd

run from 150,000 to 200,000 each year.

In the meantime, the new circuit at Daytona is under criticism. Pat Purcell, an executive of the track, is reported as saying "The track is engineered far ahead of the automotive industry. Car designers have a lot to learn about wind resistance." This remark was in reply to drivers who explained how their cars suddenly became "nose-light" at high speeds on the banked track, and wind is thought to be at least a contributing factor to all but one of the accidents at the new circuit.



"JOHNNY" LURANI has cabled me to say that a brand new Ferrari engine was shown to the Italian minister, Signor Tupini, at the beginning of this week. He Turismo engine, 4-cylinder in line, with single overhead-camshaft, and is said to give 75 b.h.p.



REGULATIONS, in English, are available for the Nurburgring 1,000km sports car race (7 June), which counts for the Sports Car Championship. The race will be run over 44 laps of the Nurbur-The race will be run over 44 laps of the Nurburging (1,003.64km), and will start at 9 a.m., finishing at about 4.30 p.m. Sports cars are split up into the following classes: Class 1, 2,001 to 3,000 c.c.; Class 2, 1,501 to 2,000 c.c.; Class 3, 1,101 to 1,500 c.c.; Class 4, 751 to 1,100 c.c.; Class 3, 5, 351 to 7,50 c.c. and the cars must, of 5, 351 to 750 c.c., and the cars must, of course, comply with Appendix C of the International Sporting Code. In addition, there will be a race, run concurrently with the sports car event, for cars conforming with Groups 3, 4, 5 and 6 of Appendix J—Special Touring, Normal G.T., Modified G.T., and Special G.T. The Appendix J cars will run in the following classes: Class 6, 1,601 to 3,000 c.c.; Class 7, 1,301 to 1,600 c.c.; Class 8, 1,001 to 1,300 c.c.
In view of the lessons already learned

about the inadvisability of mixing cars of widely differing speeds, I cannot think of a more potentially dangerous set-up than letting this lot loose in a 1,000km race-and on the Nurburgring, of all circuits.

Entries close on 23 May,



STIRLING MOSS, driving Walker's Cooper-Borgward, won the Syracuse Grand Prix for Formula 2 cars from Behra's Ferrari last Saturday. Coopers also took third, fourth and fifth places out of a field of 15 starters and It appears that Moss and eight finishers. Behra circulated in close company for 32 laps but Behra spun on the 33rd, leaving Moss over a minute in front. In his efforts to catch him, Behra reduced the Formula 2 lap record, held by Villoresi (Ferrari) in 2min 13sec, to 1min 59sec.

The results of the 188-mile race were

as follows:

Cooper-Borgward (S. Moss), 1 hour 55min 6 1 m.p.h.; 2. Ferrari (J. Behra), 1hr 53 sec; 3. Cooper-Climax (J. Brabham); 4. Coo nax (M. Gregory); 5. Cooper-Borgward b); 6. Porsche (B. Heluz); 7. Cooper-Borgw Wicken); 8. Lotus-Climax (D. Piper).



TO MARK HIS retirement from the racing scene, which he has coloured for so long, Duncan Hamilton gave a dinner party to 15 of his friends at the Royal Thames Yacht Club last week. Any party given by Duncan is destined to succeed, but with such names among the guests as Sir William Lyons, "Lofty"

England, Bill Heynes, Tony Rolt, Reg Parnell, Mike Couper, John Eason Gib-son, and Joe Wright—and with tongues loosened by Duncan's hospitality—it became a feast of reminiscence of great days at Le Mans. It was extraordinarily in-teresting to hear these two-Duncan at the head of the candle-lit table, and Tony Rolt on his left-recalling their win in 1953 with the Jaguar, and the hectic moments of the 1954 race, when, in the closing stages, the Gonzales-Trintignant Ferrari would not restart after a pit stop, and the Rolt-Hamilton Jaguar all but won again,

They were great figures—in every sense of the word—among the "older" generation of drivers (older, that is, in the motor racing sense), and great characters



TARGA FLORIO regulations, just published, show little change over those of last year. The race on Sunday, 24 May, counting for the Sports Car Championship provides for sport and gran turismo The circuit has not been changed. Starting from sea level near Cerda, it rises to practically 2,000 feet, is 44.75 miles round, includes more than one thousand bends and has to be covered 14 times, giving a total distance of 626 miles. Two drivers have to be provided, and no man must cover more than seven consecutive laps. The fastest lap is at present held by Stirling Moss, who last year went round the circuit in an Aston Martin in 42 min 17.3 sec, an average of 64.3 m.p.h., beating his own record in a Mercedes, which stood at 62.2 m.p.h.

The Targa Florio is now the only race in the world run over give-and-take roads, and is one of the very few having indi-

At the Veteran Car Club's first-ever event at Prescott Hill, Philip Mann took this 1909 singlecylinder Sizaire Naudin to the top in 111.96 sec. The car has independent front suspension of the sliding-pillar type



# The Sport

vidual starts. First car will be sent away at 5 a.m.

For the first time the circuit will be closed on two mornings for official practice. Since the death of Comm. Vincenzo Florio a local committee has been formed, with Madame Florio as its President, thus continuing the race under family management. Entries close on the Sunday pre-ceding the race and should be sent to Targa Florio, 33, Via Principe Belmonte, Palermo.



HAVE JUST had a letter from the Royal Automobile Club de Belgique which officially confirms that the Belgian G.P. on 14 June has been cancelled.



WITH THE FIRST of the Scarabs unwith the FIRST of the Scarabs undergoing tests in California with a 2-litre Climax engine, Lance Reventlow has hopes of unveiling his blue-and-white G.P. cars in the middle of the season. Three cars will be prepared, two for racing and one for training. Tempering racing and one for training. Tempering his enthusiasm with realism, Reventlow is quoted (in Sports Cars Illustrated) as saying that they'll be lucky to finish a race this season. They will learn at lot, he reckons, and, with luck, might be able to take a third place during 1960 . . . all of which sounds a nice, humble way of taking up G.P. racing.



TULIP FLASHES: Just as we closed for press the first few driblets of news seeped through. Pat Moss and Ann Wisdom have, apparently, crashed their Austin-Healey somewhere south of Valence. Healey somewhere south of Valence. Other retirements include Tak (300SL), Ray and Hall (Sunbeam) with broken rear axle, four of the Volvos, including Beryl Neate, and Carsted in the Ford Thunderbird. The special test at Mont Ventoux had to be cancelled due to a heavy fall of snow.



A NEW HILL-CLIMB championship, for which all vehicles are eligible except out-and-out racing cars, has been inaugur-ated by the journal Sports Car. It is felt that drivers of single-seater racing cars have up to now received all the encouragement to go hill-climbing, and that it is time the sports-car drivers were given something to aim at. The events for this Championship will be the same as those counting for the R.A.C. Championship for 1959, the marks gained in seven events being taken into consideration; there will

be two classes—under, and over, 1,500 c.c.
The same driver and car must be entered for each event, and marks will be awarded for the first ten places in each There is no entry fee, and the

winner will receive a silver salver and a cheque for £20.



A MID-AFTERNOON start (2.45 p.m.) has been fixed for the Monaco Grand Prix, on Sunday, 10 May. The Junior race on the previous day will start at 2.30, and will be over 32 laps of the circuit, or a distance of practically 62.5 miles. Official practice will take place on the afternoons of Thursday, Friday and Saturday, beginning respectively at 2, 4.45 and 3 o'clock, and lasting from an hour-anda-half to two hours.



THE AUTOCAR Formula 2 Championship positions, following the Syracuse G.P. held last week-end, are as follows: G.P. held last week-end, are as follows:
1, M. J. C. Taylor, 17 points; 2, K. A.
Greene, 13; 3, J. Russell, 12; 4, J. R.
Lewis, 10; 5 (equal) J. Brabham and S.
Moss, 9; 7, G. Wicken, 8; 8 (equal), A. E.
Marsh and I. Bueb, 7; 10, B. Naylor, 6;
11 (equal), R. Salvadori and B. McLaren,
3; 13 (equal), H. C. Taylor and D. Taylor,
2; 15 (equal), B. Whitehouse, C. Summers,
T. Taylor, A. Brooke, J. T. Stuart, A. R.
Hicks and D. Piper, 1 each.
The full list of B.R.D.C. Gold Star
markings is as follows: Bruce McLaren,
50; Stirling Moss, 39; Jack Brabham, 36;
Ron Flockhart, 22; Jim Russell, 21; Dick
Gibson, 17; Roy Salvadori, 16; Cliff
Allison, 15.75; Ivor Bueb and Tony
Brooks, 15.

Allison, 15 Brooks, 15.



IT IS SOME indication of the affection people had for Mike Hawthorn that his book, Champion Year, is among the "top non-fiction best-sellers, regardless of publisher or subject. Since its publication March, it has never dropped below sixth place, and, a couple of weeks ago, it rose to second.



FOLLOWING THE B.A.R.C. FOLLOWING THE B.A.R.C. Aintree International race meeting on 18 April, placings in the B.R.S.C.C. Sports Car Championship are: 1, P. Ashdown, 28 points; 2, R. Salvadori, 22; 3, I. Bueb, 17; 4, R. Flockhart, 15; 5, A. Stacey and M. J. C. Taylor, 14. The positions for the B.R.S.C.C. Touring Car Championship, after the same meeting, are: 1, G. C. Shepherd, 20 points; 2, I. Bueb, L. Leston and J. M. Uren, 18; 5, R. Salvadori, 14; Aintree

6, Sir G. Baillie, 8. The next qualifying round in both Championships will take place at the B.R.D.C. International meeting tomorrow.

ALAN COLLINSON, Replacement Sales Manager of Ferodo and previously Competition Manager, has taken over chairmanship of the Accessory Manufacturers' Racing Association from Anthony Hepworth. John Newton has been elected vice-chairman, and the committee has been elected as follows: G. R. Aston (British Belting and Asbestos), P. O. T. Jones (Lodge), A. G. Raven (Lockheed), C. R. Russell (Girling), R. H. Wood (Lucas).
The Association is formed of com-

panies servicing motor and motor cycle sporting events.



THE FITZWILLIAM team is to be reformed this season, using privately owned MGA Twin-Cam cars. Drivers will be Richard Fitzwilliam and Robin Carnegie, Chris Martyn and A. N. Other, and Paul Fletcher, and a second Other. The engines are said to be giving 125 b.h.p., and it is planned to enter every possible home event, as well as foreign races at Zandvoort, Monza, the Nurburgring and Roskilde.



SECOND Liège-Brescia-Liège THE rally, which is for cars up to 600 c.c. only, has been cancelled through lack of entries. The organizers, the Belgian Royal Motor Union, had hoped that with 27 starters for the first event last year the rally would catch on, but by the date entries closed only a dozen had been received. Apparently most of these came from Lloyd and B.M.W., and it all seems a great pity considering how many manu-facturers are turning out eligible cars.



THE MIDLAND A.C. is again running the Junior Hill-climb and Sprint Championship this year, the main alteration to the regulations being that there must be at least three Championship competitors competing at the same time. First quali-fying event will be the Bugatti O.C. Prescott meeting on 3 May; all competitors. and club secretaries who wish to have their events registered, should write to G. B. Flewitt, Secretary of the Midland A.C., 4, Vicarage Road, Edgbaston.

### COMING SHORTLY

- MAY 2.-B.R.D.C. International Silverstone.

- Y 2.—B.R.D.C. International Silverstone, 10.5 a.m.

  Eastbourne and D.M.C. Downs Motor Rally of the Tests, 2 p.m., Eastbourne.

  B.O.C. National Prescott, noon.

  Sunbeam-Talbot O.C. Harleyford, 2 p.m.

  Nottingham S.C.C., driving test, Thoresby Hall, Ollerton, 2 p.m.

  Forces M.C., driving tests, Colerne R.A.F. Station, near Bath, 2 p.m.

  Cemian M.C., President's driving tests, U.S.A.F. Base, Denham, 2.30 p.m.

  Ecurie Ecosse. Concours d'élégance, Largs municipal car park, 7.45 p.m.

  Advertising M.C., Yellow Road Special, Golden Fleece, Brentwood, Essex, 7.30 p.m.
- p.m. 8-10.—Lancashire A.C., Morecambe Rally.

- Maidstone and Mid-Kent M.C., National Silverstone, 12.30 p.m.
   Bristol M.C. and L.C.C., standard production car trial, Luttrell Arms Garage, Dunster, Somerset, 10.30 a.m.
   Shenstone and D.C.C., Little Rally, Bull's Head, Shenstone, 3 p.m.
   Menaco G.P.
   Fiat Register, Concorso di Eleganza, American Air Force Base, Bushey Park, 2 p.m.
- American Air Porce Bast, States, 2 p.m.

  10.—B.A.R.C. (S.W.), Netley, auto-cross, Hampshire, 2 p.m.

  10.—B.R.S.C.C., Brands Hatch, 1.30 p.m.

  13-16.—German Rally,

  15-16.—M.C.C., Edinburgh Run, 7.30 p.m.

  18.—B.R.S.C.C., Crystal Palace, 1.30 p.m.

  18.—B.A.R.C., Goodwood,

  18.—Nottingham S.C.C., Mallory Park,

  13-22.—R.S.A.C., Scottlish Rally, Glasgow,

  31.—Dutch G.P.



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1.	STANDARD G. Chaterre		PE	P	11	1	A	N	T		*	57.80
2.	STANDARD B. J. Cumbers	)	ΕI	G	H	T						57.09
3.	AUSTIN A4	10	•							٠	4	53.47
CI	LASS II (1,300 d	c.c	:1	,6	00	C	.c.	)			Ac	tual m.p.g.
	WOLSELEY J. H. Harrison							-				
1.	WOLSELEY	ı	50	0								52.18

CLASS III (1,600	c.c.	-2	,60	00	c.	c.	)			
									A	ctual m.p.g.
I. STANDARD C. M. Walker	E	N:	SI	G	N	١.				41.50
2. STANDARD B. W. Fursdon	E	N:	SI	G	N					40.97
3. STANDARD A. E. Bengry	V	AI	V	G	U	A	R	D		39.31
CLASS IV (over 2	,600	) c	.c.	)						
									Ac	tual m.p.g.
H. G. W. Kendrick	05 .				•					38.78
2. MORRIS ISIS	<b>S</b> .	•								38.21
3. AUSTIN AII	05 .									35.26



The Mobilgas Economy Run is an International event organised under R.A.C. rules by the Hants & Berks Motor Club. The Trophy winner is the class winner achieving most ton-miles per gallon (m.p.g. multiplied by car's laden weight in tons). The class results show the car's actual m.p.g., and its final placing.

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# The Sport

A FILM covering the Ecurie Ecosse Story is to be shown by the Midland Branch of the Ecurie Ecosse Association at the Saxon Hall, Guy's Cliffe, Warwick, on Sunday, 3 May. David Murray will present the film, and some of the team drivers are expected to attend the showing; non-members of the Association are AMONG THE 250-odd films listed in the Petroleum Films Bureau's catalogue for 1959 are several which should be of great interest to clubs. They come in 16 and 35mm sizes and are available on free loan. The catalogue can be obtained from Petroleum Films Bureau, 29, New Bond Street, London, W.1.



DESPITE THE FACT that the regulations weren't published two months be-fore the race, as the F.I.A. demands, the Dutch G.P., on 30 May, I am assured by John Hugenholtz, is definitely on.

# Club News

Nottingham S.C.C.—The results of the meeting held at Mallory Park on 26 April were as follows:—

were as follows:

Seratch race for sports cars 1,201 c.c. and over (15 laps): 1. D-Jaguar (M. Mackie), 16min 19.2sec; 2. Austin-Healey (T. Lanfranchi); 5. Jaguar (D. Rogers). Series production sports cars up to 1.008 (Series). Series production sports (Series). Series production 1.001 to 1.600 c.c.: 1. M.G. (W. Needham). 17min 15.6sec, 70.53 m.p.h.; 2. Elva-Courier (M. Wayne); 5. Elva-Courier (P. Ivy). Saleon cars (16 laps); 6. Series production (G. Hoghanon, 12min 4.4sec, (Series). Series (Series). Series

B.A.R.C.—The following are the results of the fourth members' meeting at Mallory Park on 4 April:

the fourth members' meeting at Mallory Park on 4 April:

Spots Gar Hardicap (7-lap): A, 1. Jacum:

Spots Gar Hardicap (7-lap): A, 1. Jacum:

Spots Gar Hardicap (7-lap): A, 1. Jacum:

Spots Gar Hardicap (7-lap): A, 2. Jacum:

Jours-Climax (P. Riley), 7min 32.4sec, 15.35 mp.h.;

Louis-Climax (P. Riley), 7min 32.5sec, 16.35 mp.h.;

R. Silepherd-Barron), 8min 25.8sec, 70.43 mp.h.;

R. Triumph TR2 (W. Brooks), 6min 25.6sec;

Instead and 17-lap (1-lap): B: 1. Alfa Romeo

(R. Silepherd-Barron), 8min 25.8sec, 70.43 mp.h.;

Triumph TR2 (W. Brooks), 6min 25.6sec;

Instead and 18-lap (1-lap): B: 1. Alfa Romeo

(R. Silepherd-Barron), 8min 25.6sec; 5min 37-sec, 71-32 mp.h.; 2. Austin-Healey Sprite (G. Williamson), 8min 40.6sec; 5. Austin-Healey Sprite (G. Williamson), 8min 40.6sec; 5. Austin-Healey Sprite (J. Williamson), 8min 40.6sec; 16.5sec; 18. Austin A.35

(Bosed car handicap (7-lab): B: 1. Austin A.35

(Bosed car handicap (7-lab): B: 1. Austin A.35

(B. Levy), 9min 13.5sec; fastest lap; B. Whitaker and Ford Anglia (Marquis of Clydesdale).

Inin 12.6sec, 66.94 mp.h. E: 1. Jacum XKI50

(Miss R. Massey), 8min 55.6sec, 65.98 m.p.h.; 2.

Austin A.35 (J. Gaston), 6min 40.2sec; 3. Jacum Frotheroe, 1min 5.6sec, 74.09 m.p.h.

Marquis exrater race (7-lap): 1, Triumph TR3

(R. Morth), 7min 42.6sec; 5. Triumph TR3

(R. Levy), 9min 35.6sec, 5

Alpine and Pennine M.C.C.—There were 132 entries for the third Alpine Courtesy Rally held on 22 March. The provisional results were as follows:

results were as follows:

Overal Winner: Commer Cob (J. Waterhouse and
A. Waterhouse). O marks lost: Summerrorss
Trophy: Standard Ensign (J. Smith and J.
Walker). 9; Class 1 (Experts): 1, Jaguar 2.4 (D.
Scanlan and W. Balines). 5; 2. Morris Minor 1,000
(F. White and B. Smith). 3; Class 2 (Newices): 1,
Morris Minor 1,000 (F. Green and D. Short). (2. Ford Zodiac J. Sweeting and G. Booth). 0; 2. Ford Zodiac J. Sweeting and G. Booth). 0; Austin-Healey (F. Johnson). 5; Class 3 (Beginners): 1, Austin A.90 (T. Thwaite and J. Seeger); 16; 2. MGA (D. Morris and B. Midgeley). 28

Morris Minor 1,000 (H. Kramer and H. Beck-with), 26; Ladies Award: Ford Zodiac (Mrs. E. Einhorn and S. Robinson), 16.

Riley M.C.—The following are the results the New 24 Rally held on 17-18 April:

Best Perfermance: T. Chadwick; runner-up; R. Booth; novice award: S. Scrimgeour; team award: Messrs. Roberts, Booth and Smith.

M.C.C.—The results of the 39th Land's End Trial and Run held on 27-28 March were as follows:

Class Awards: Class 3: Ford Special (W. Elliott):
Class Awards: Class 3: Ford Special (W. Elliott):
Class 4: Allard (G. S. Edwards); Class 5: Morgan
(P. Morgan). Feam award: Morgans (P. Morgan,
(P. Morgan). Feam award: Morgan (P. Morgan,
(P. Morgan). Popular
(W. Goodall). Morgan (P. Morgan,
(W. Goodall). Morgan (P. Morgan,
(M. Hinde). Dellow Mark III
(D. Drew); Austin-Healey Sprite (C. Davis):
Volkswagen (E. Walsh). Wilson Ford Special (Miss Freeman): Wombat (M. Barker); Dellow (M. Parsons): Pord (M. Hinde). Dellow (M. Mark VI
(A. Hay); Lea-Francis (A. Denyer); Tucker-MG
(H. Tucker-Peake); Primnose (P. Fleming): Dellow
(A. Apps); Dellow (A. Cleshorn); M.C.H. Ford
(A. Apps); Dellow (A. Cleshorn); M.C.H. Ford
(A. Apps); Dellow (A. Cleshorn); M.C.H. Ford
(A. Bricknell); Renault Dauphine (C. Parsons);
Renault Dauphine (E. Dennis); Ford (D. Hilliard);
Volkswagen (J. Tonkin); Dellow (T. Kemphorne-Ley); Frazer-Nash BMW (G. Crossley-Meates);
Pord Special (W. Penhale); Dellow (A. Harris); MGA
(J. Bater); MGA (W. Weellake); Dellow (A. Hosken).

Ecurie Ecosse Association (Glasgow and

Ecurie Ecosse Association (Glasgow and S.W. Scotland).—The following are the results of the Treasure Hunt held on 5 April: 1. Ford (W. J. Ferguson), 466 points out of 500; 2. Singer (J. Hunter), 464; 5. Singer (M. Dickie), 450; ladies' prize: Wolseley (Miss A. Stephens), 439.

Alvis O.C.—National Alvis Day, 24 May, Crystal Palace, 10.30 a.m. Over 250 Alvis cars are expected, including models from 1921 to 1959. There will be a cavalcade, concours d'élégance and competitive events. Details from N. Purday, Windjammer, 26, Stanfield Road, Quinton, Birmingham, 32.

West Essex C.C.—The following are the provisional results of the tenth National speed trial held at North Weald air field on

trial field at North Weald air field on 5 April:

Fastest time ef day: Lister-Corvette (R. Brightman), 20.87sec. Second fastest; Cooper formula 2 (Miss P. Burt), 21.34. Class winners: Saloons and grand tewring cars. up to 1.000 c.c.: 1. Austin A.40 (Dr. Shepherd), 32.01; 2. Austin A.55 (J. Austin A.60 (Dr. Shepherd), 32.01; 2. Austin A.55 (J. Austin A.60 (Dr. Shepherd), 32.01; 2. Austin A.55 (J. Austin A.60 (Dr. Shepherd), 32.01; 2. Austin A.55 (J. Austin A.60 (Dr. Shepherd), 32.01; 2. Austin A.60 (Dr. Shepherd), 32.16; 3. Austin A.60 (Dr. Shepherd), 32.16; 3. Austin A.60 (Dr. Shepherd), 32.16; 3. Auguar XK120 (R. Taylor), 25.26, Superts cars. up to 1.100 c.c.: 1. Mercedes 300SL (D. Barthel), 22.78; 2. Chevrolet-Corvette (B. Rielson), 23.16; 3. Auguar XK120 (R. Taylor), 25.26, Superts cars. up to 1.100 c.c.: 1. Mercedes 300SL (D. Barthel), 27.16; 4. Corvette (B. Rielson), 27.16; 5. Lister (B. Rielson), 27.16; 6. C.; 1. Toleiro (Mrs. S. Park), 22.16.

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### RACE AND RALLY REGULATIONS RECEIVED

Westmorland M.C.—Barbon hill climb, 23 May, at Barbon, near Kirkby Lonsdale, Westmorland, 2 p.m. Open to invited Clubs. Details J. Lafone, Russell, Storrs Park, Windermere. Dowty M.C.—Restricted sprint at Staverton Airport (between Gloucester and Cheltenham), 18 May, noon. Practising during morning and on preceding day from 10 a.m. Regulations from P. Bowen, Brookside, Brookway Road, Charlton Kings, Cheltenham.

Romford E.C.C.—May Sprint, 17 May, Snetterton circuit, Norfolk, 2.30 p.m. Restricted event. Entries, fee £1, to M. A. Pratt, 57, Squirrels Heath Road, Harold Wood, Essex, by



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Aceca	1,44	6 2,050	DS19		0 1,630	(automatic)	1,24	2 1.761
Aceca-Bristol ALFA-ROMEO	1,70	2,409	DAIMLER One-O-Four	1 59	4 2,260	Mark VIII (automatic)	1,21	9 1,728
1300 Giulietta	1,270	8 1,812	Majestic	1,66	2 2,355	Mark IX	1,32	9 1 884
Giulietta TI Giulietta Spyder		5 1,977 B 2,123			6 4,215 2 4,340	XK 150 hardtop	1,17	5 1.666
Giulietta Veloce	1,84	3 2,619	Hooper Limousine	4,38	3 6,210	Gold Top engine Special equip, model	1,45	7 2,065
Sprint Speciale 2000	1,998	3,256 3,256 3,256	D.B. Rally HBR5	1,29	9 1,842	(automatic)	1,42	0 2,013
2000 Spyder	2,19	3,111	DELLOW			Convertible Gold Top engine	1,19	5 1,694 7 2,094
Gran Turismo	F 700	2,409	Mark VI D.K.W.	57	815	IENSEN		1
ALVIS		1-1-	Fixed-head	793		541 de luxe 541 R	1,75	0 2,480 0 2,707
3-litre Convertible	1,995	3,111	Four-door Universal estate car	836	1,185		1,21	2,707
AMBASSADOR			1000 fixed-head	875	5 1.241	Appia Farina Coupé	1,53	0 2,169
Super 4-door Estate Car	1,630	2,310	Two-seater Sports	1,4/0	2,084	Flaminia	2,23	0 3.429
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Star Sapphire	1,763	2,499	FACEL VEGA		1	LLOYD		
Sapphire 346 limousi		2,707	HK 500 hardtop	3,150	4,463	LP600 LC600 Cabrio	390 427	
ASTON-MARTIN DB Mk. III	2.050	2,905	(automatic) FAIRTHORPE	2,980	9,223	LS600 Caprio	40	7 606 5 575
(automatic)	2,200	3.118	Acamata	447		LOTUS	400	
Special series Convertible	2,120	3,004	Electron Minor Electron Mk. II	503 807		Seven Elite	1,300	
(automatic)	2,450	3,472	FERRARI			Sports 45	1,109	1,575
Special series DB4	2,650	3,359	250 G.T. coupe	4,200	6,091	Club 75 Le Mans 85	1,807	2,248
ASTRA		1	FIAT 500 convertible	350	497	MERCEDES-BENZ		1
Utility	308	445	600	432	613	180 180D (diesel)	1,195	1,694
AUSTIN A.35 2-door	379		Convertible Multipla 4'5	452 532	755	190	1,250	1,772
A.35 4-door	388 396	550	Multipla 6	540	766	180D (Diesel) 190SL	1,360	11,928
4-door de luxe	400	568	1100 1100 Family	578 750		219	1,430	2.027
Countryman A.40	444	630	1200 Full light 1800	798 982	1,132	220S 220SE	1,595	2 639
A.40 de luxe	458	651	2100	1,035		300 (automatic)	3,600	5,101
A.55 Cambridge A.55 de luxe	565 585	802 830	FORD (American)	20/0	2,906	300SL Roadster MERCURY	3,750	5,314
A.95 Westminster	689	977	Galaxia Skyliner conve Thunderbird Pillarless	2,195	3,111	Monterey	1,839	2,607
A.95 de luxe A.105	719 823	1,000	FORD (Canadian)			MESSERSCHMITT		
(automatic)	885	1,167	Fairlane 500 Victoria	1,757	2,491	Tg500 METROPOLITAN	435	615
Vanden Plas (automatic)	982	1,393	Estate car	1,982	2,809	Hardtop	498	
Gipsy (petrol) Gipsy (diesel)	650	650	FORD	295	419	Convertible	516	732
AUSTIN-HEALEY	755	755	Popular Anglia	380	539	M.G. MGA	663	940
Sprite	445	632	Anglia de luxe Prefect	400	568 589	Twin Cam	843	1,196
100-Six BENTLEY	817	1,159	Prefect de luxe	438	622	Hardtop Magnette III	714	1,027
Series S	3,695	5,236	Escort Squire	434 463	616	MORGAN		1
L.W.B. Hooper	4,595	6,511 7,212	Consul	545	773 823	4/4 2-seater Competition	498 550	
H. J. Mulliner	4,750	6.730	Consul de luxe Conversible	580 660	936	Plus 4 (TR) 2-seater	645	915
James Young Continental	5,190	7,354	Estate car	760	1,078	4-seater Coupé	660	936
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Foursome	484	687 627	17M	827	1,173	Oxford V de luxe	575 595	816
B.95 two-seater Hardtop	464	658	FRAZER NASH	2,300	3,259	Traveller	665	943
B.105 two-seater Hardtop	459 481	651	Sebring FRISKY	2,300	,	N.S.U.	424	
B.M.W.			Coupé and Sport	332	471	Prinz OLDSMOBILE	426	605
501 2.6 502 3.2	1,638	2,322	GOGGOMOBIL	450	639	Dynamic 88	1,880	2.664
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Isabella Cambi access con	830	1,176		473	671	Stirling	360	511
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TS coupe	1,330	1,885	Minx de luxe	529 598	751 848	Dyna Grand Standing	705	1,000
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6339	3,200		Touring limousine	920	1,411	PLYMOUTH		2,764
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Biscayne Bel Air	1,439	2.096	Estate car	1,110	1.644	Hardtop	1,995	2,827
Impala hardtop	1,564	2,217	Touring limousine	1,095	1,552	PONTIAC Laurentian	1,545	2,190
CHRYSLER	2740		ISETTA (Gt. Britain 300 Plus	266	378	Parisienne	1 626	2.305
300C Convertible	2,740	1,194	JAGUAR			Catalina Four-door	1,665 1,697 1,941	2,405
mperial	2,960	1,013	2.4	996	1,412	Bonneville Four-door hardtop	1,941	2,751
Crown	3,045	,,3:3:	(automatic)	11137	,013	. our-door mardtop		

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PRINCESS		1	Diesel	820	820	SUNBEAM		1
IA	2,250	3,189	Estate car	860	1,219	Rapier	695	
IV limousine		3,344				Convertible	735	1,042
L.W.B. models		3,047		532	755	TRIUMPH		1
RAMBLER	.,	1-1-	Aronde Chatelaine	650		Herald	495	702
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Super estate car		1,710		615		TR3	699	
Six Custom		1,928		632		Hardtop	734	
Super estate car		2,034		699				
Ambassador vee-8		2.251				TURNER	.75	010
Estate car		2,438			1,028	A.35 Sports	575	
RENAULT	1,720	4,430			1,435	Climax Sports	750	1,063
750	433	120	Oceane convertible	1.065	1,511	VAUXHALL		
Dauphine	437		SIMCA VEDETTE		1	Victor	505	717
	505		Beaulieu	965	1,369	Victor Super	530	752
Gordini-Dauphine	598		Chambord		1,559	Victor de luxe	565	
Frégate		1,268	SINGER		1	Estate car	605	858
Transfluide	987		Gazelle IIA	598	848	Velox II	655	929
Manoir estate car		1,463	Convertible	665	943	Cresta II		1,014
Domaine estate car	874	1,268	Estate car	665	943	VOLKSWAGEN		
RILEY		200		903	743	Basic	435	617
One-point-five	575	816	SKODA			De luxe	505	717
4 Sixty Eight	725	1,028	440	525	745	Convertible	682	968
Two-point-six		1,333	Estate car	695	986			1,166
(automatic)	1,045	1,482	450 convertible	725	1,028	Karmann-Ghia coupé Convertible		
ROLLS-ROYCE			STANDARD				929	1,317
Silver Cloud	3,795	5.377	Eight	430	610	VOLVO		
Limousine	4,595	6,415	Ten	440	624	1225	960	1,361
Hooper	5,185		Pennant	485	688	WOLSELEY	1	
H. J. Mulliner	4.850		Companion estate car	495	702	1500	530	752
James Young	5,465		Ensign	599	850	15/60	660	936
Silver Wraith	-1		Vignale Vanguard	695	986	Six-ninety III		1.205
Park Ward	5.495	7.786	(automatic)		1,148	(automatic)		1,354
7-passenger	5,545		(antomatic)	0101	1,1701	(datomocie)	100	1,00
H. J. Mulliner	5.625							
Hooper limousine	5,630			THE	EE-W	HEELERS		
7-passenger	5,805		Bond Tourer	302	3671	Isetta Plus	292	354
James Young	5,680					Messerschmitt K 9200	260	314
ROVER	3,000	0,010	Family	310	376	Nobel 200	325	395
KOVER 60	000	1,275	Frisky Family Three	311	378	Relianc Regal	359	435
75	899	207	Heinkel	320	389	Scootacar	237	287
75 90	783	1,397		271	329	Tourette Senior	309	371
90	1,025	1,455	Isetta	2/1:	3471	LonLette geuros	2021	3/1

The total prices on these pages include purchase tax calculated at 50 per cent on the delivery cost and the wholesale price of the car (approximately 42 per cent on the basic price). Official figures are still awaited from a few manufacturers, and in the meantime the price listed are correct to £1 either way.



Mr. J. P. O'Connor, sales director of Bernard Wardell (Everflex), Ltd., who supply to the motor industry p.v.c.-coated materials, is making a number of overseas He has recently returned sales trips. from the Low Countries and shortly flies out to Greece and the Middle East.

Mr. G. Collin Hepworth was recently elected to the board and appointed manager of the Engine Components Division of Associated Engineering, Ltd. He relinquished his seat on the board of Hepworth and Grandage, Ltd., of Bradford, where Mr. Jack L. Hepworth, who was previously joint managing director, now takes over as chairman and sole managing director.

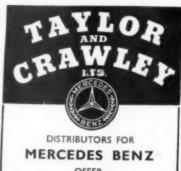
A concours d'élégance for cars at least 30 years old and in regular use, of makes now covered by the B.M.C. range, will be held on Monday, 4 May, at Charles Rickards, Ltd., 56, Bayswater Road, London, W.2. Entries include a 1914 Wolseley, and one is from Kelso, in Scotland Scotland.

The name and address of a major manufacturer of tuning equipment for cars—the G.M. Carburettor Co., Ltd., Cranford Works, Malt Street, Knutsford, Cheshire—was omitted, inadvertently, from a list of these manufacturers on page 558 of the issue of 10 April.

Auto-Industrial, Ltd., of Coimbra, the Perkins distributor in Portugal, will be ex-hibiting the new Perkins direct injection and 1.6-litre diesel engines at the Lisbon Trade Fair. More than 500 cars and taxis have been fitted with Perkins P4 and P6 engines in Portugal.

Daimler Hire, Ltd., 243, Knightsbridge, London, the British agent of Hertz Inter-national Car Hire, have announced that two firms in Leeds and York have been granted Hertz licences. These companies are Bolton of Leeds, Ltd., and York Hire and Drive Co.

A representative of Citroen recently discussed with President Frondizi of Argentine plans for production of motor cars in that country. The total invest-ment is estimated at 6,000,000 U.S. dollars.



OFFER 1956 Type 300 SL coupe, 13,000 miles £2,658 1956 Type 190 SL hardtop, 16,000 miles 1956 Type 220 S, radio, immaculate... £1,595 1956 Type 220 A, power brakes, Becker self-seeker, 22,000 miles, 1955 Type 180, low mileage, beautiful 1956 ACECA-BRISTOL, disc brakes,

1956 ACECA, very well maintained... £1,195 1955 ACECA, radio, 17.000 miles.... 1957 (Dec.) ROVER 105S, sunshine roof, one owner, immaculate ..... £1,285 1958 FORD Consul, low mileage..... 6715

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Boon and Porter, Ltd., Castelnau, London, S.W.13, the long-established Riley distributors, gave a cocktail party to introduce the Riley 4/68. The models were shown off at their very best by the daughters of the directors, who each wore a dress to match the finish of her particular car

### Trade and Industry

With regret we announce the deaths in an accident of Mr. Stephen Alesbury, managing director of Auto Transmissions, Ltd., of Coventry, and Mr. Harry J. Redfern of the same firm. Mr. Alesbury, who had been managing director since 1949, was associated with Wickmans, Ltd., the machine tool manufacturers of Coventry, for the same firm and accident Autofor a number of years, and joined Auto Transmissions shortly after the war as general manager.

Mr. Redfern, who was a partner in a Coventry firm of chartered accountants, had been director and secretary of Auto Transmissions for several years, and was a past chairman of the Coventry area branch of the Birmingham and District Society of Chartered Accountants.

We offer our deepest sympathy to their wives and families.

Performance tables for modified production cars which appeared in the Sports and Racing Car special number of April 10 did not include a maximum speed for the MGA fitted with the H.R.G.-Derrington light alloy cylinder head. Although a mean speed was not obtained, a true 105.5 m.p.h. was reached on a level road with wind and something still in hand. V.W. Derrington, Ltd., 159-161, London Road, Kingston-on-Thames, also carry out suspension modifications for popular cars. Most cars to which engine modifications have been effected can have the braking improved by the Alexander Engineering Co., Ltd., Haddenham, Buckinghamshire, who make available vacuum servo power brake kits and antifade brake linings.

Marshalls (Cambridge), Ltd., Jesus Lane, Cambridge, are opening a new branch in Bedford. The ceremony today was to be attended by Mr. J. W. R. Penrose, general sales manager of the Austin Motor Company, and the Mayor of Cambridge. This opening coincides of Cambridge. This opening coi

The Chrysler Corporation have announced that the sales and earnings in the first quarter of 1959 were greater than in any quarter in 1958. They have also announced their intention of buying 735,000 shares of the new stock issued by Simca. Chrysler already hold a 25 per cent interest in Simca.

An exhibition to display the prize-win-ning entries of the 1959 annual design and handicraft competition will take place at the office of Society of Motor Manufacturers and Traders, Forbes House, Halkin Street, London, S.W.1, from 20 to 23 May. Included in the exhibition will be designs for private cars, and handicrafts connected with vehicle body building.

### Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following hand-books and information:

No. 17509. 1957 Sunbeam Mark III F.W.J."—All possible information and a hand-

No. 17510. Handbooks Required "J.N."—1930-31 16 h.p. Sunbeam. "E.V.C."—1949 Rover 75. "A.R."—1952 11-litre M.G. "P.T.B."—1937 Mortis Eight. "D.H."—1937 Mortis Eight.

### SERVICE WEEKS

Service weeks will be held commencing on the following dates:

Austin: 8 June, Murray and Charleton, Ltd., Bishop Street, Stockton-on-Tees.

Ltd., Bishop Street, Stockton-on-Tees.

Standard and Triumph: 1 June, Davies Car Centre, Ltd., 22/34, Horn Lane, Acton, London, W.3; St. Helier Garage, Don Road, Jersey, Channel Islands; Tom Byatt, Ltd., Victoria Road, Fenton, Stoke-on-Trent, Staffordshire; 8 June, Herts Motors (St. Albans), Ltd., 21/23, London Road, St. Albans, Hertfordshire; Chamberlin and Sons, 13 and 15, Buckingham Street, Aylesbury; Offley Bros., Ltd., Whitby, Ellesmere Port, Cheshire; Cliff Holden (Motors), Ltd., Millett Street, Bury, Lancashire; 15 June, Balmuir Garage, Ltd., Upper Richmond Road, age, Ltd., Upper Richmond Road, Putney, London, S.W.15; Jones Bros. (Bangor), Ltd., 49, High Street, Bangor.

Caernarvonshire; Watson Bros. (Airdrie). Ltd., County Garage, Airdrie; 22 June, George Fitt Motors, Ltd., Herne Bay, Kent; McQuistons Garage, Ltd., 18, Beresford Terrace, Ayr, Ayrshire; 29 June, Keenor Motoring, Ltd., Yeading Service Station, 235, Yeading Lane, Service Station, 235, Yeading Lane, Hayes, Middlesex; Reigate Garage, Ltd., 22/36 and 51a, Bell Street, Reigate Sur-rey; Carmichael and Sons (Worcester), Ltd., The Butts, Worcester.

Aston Martin, Lagonda, Mercedes-Benz and Auto-Union: 25 May, The Mill Garages (Sunderland), Ltd., Newcastle Road Garage, Sunderland.

Jaguar: 4 May, Cliff Holden (Motors), Ltd., Bury, Lancashire; Moore of Brighton (1924), Ltd., Brighton, Sussex; 25 May, Imperial Garages (Blackpool), Ltd., Blackpool; Martin Walter, Ltd., Folkestone



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AUSTIN A.40 Cambridge 1955-56 & 59, A.50 Cambridge 1956-57, A.55 Cambridge 1957, A.90 Westminster 1955-56, A.95 Westminster 1957-58, A.106 Westminster 1957-58. AUSTIN-HEALEY Sprite 1958-59. BORGWARD Isabella 1957-58 FORD Consul phase I 1951-56, Zephyr phase I 1961-56, Zodiac phase I 1952-56, Consul phase II 1956-59, Zephyr phase II 1956-59, Zodiac phase II 1956-59, NILLMAN Minx 1957-59, NUMBER Hawk 1957-59. JAGUAR XK.120 without tandem Master Cylinder 1949-54, XK.140 without tandem Master Cylinder 1955-57, XK.120 with tandem Master Cylinder 1949-54, XK.140 with tandem Master Cylinder 1955-57. JOWETT Javelin 1948-54. M.C. Magnette Z.A. Z.B. 1954-59, M.G.A. 1956-59. MORRIS Cowley Series II & III 1954-59, Isis 1956-58, Oxford Series II & III 1954-59, Minor 1948-59. MILEY 1.5 1957-59. NOVER 75 1951-53, 60 1954-59, 75 1954-59, 90 1954-55. SINGER Gazelle 1956-59. STANDARD Vanguard phase I 1948-53, Vanguard phase II 1954-55, Vanguard phase III 1956-57, Ensign 1958-59, Pennant 1957-59, 8 h.p. 1957-59, 10 h.p. 1957-59. SUNDEAM Rapier 1956-59, Talbot 90 1948-54, Saloon Mk. II & III 1955-57, Alpine 1965-57.
TRIUMPH T.R.2 1954-56, T.R.3 1956-58. VAUXHALL Victor 1957-50, Velox 1951-57, Cresta 1951-57, Wyvern 1961-57, Velox Late 1959-58, Cresta Late 1958-59, WOLSELEY 6.90 1955-58, 4.44 2953-56,

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5.25 x 16	£6	0	0	20/0
5.50 x 16	£7	6	0	24/4
5.60 x 15	£6	7	0	21/2
5.90 x 13	£5	19	0	19/10
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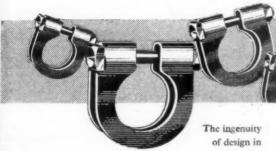
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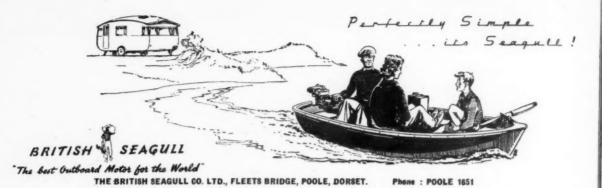
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1956	M.G. Magnette. Immaculate	£755
1958	MORRIS Minor Convertible	2580
1958	MORRIS Minor saloon	€590
1958	OLDSMOBILE Super '88' Holiday Sedan Every conceivable extra	2,295
1957	SINGER Gazelle Convertible. Excellent condition	£795
1958	SINGER Gazelle saloon	£825
1957	STANDARD Vanguard saloon	£695
1958	VAUXHALL Cresta saloon	£980
1958	VAUXHALL Victor saloon. Heater	\$675
1957	WOLSELEY 1500 saloon de luxe	£690
1958	WOLSELEY 1500 saloon de luxe	£730

### BRITISH COLONIAL & MOTORS LTD.

77 St. Martin's Lane, London, W.C.2 TEMple Bar 3588

# (READING LTD) Established over 50 years

WE OFFER THE NEW 1959 MODELS AVAILABLE IMMEDIATE DELIVERY

WANTENDER ILILIEDINIE	PELIT	-	
ROVER 105 saloon, finished Smoke gre Silver grey upholstery, bucket seats		4	2
ROVER 90 saloon, duo Heather brown/ligh	1		-
brown, bucket seats	£1,484	7	6
ROVER 90 saloon, black, red upholster	CY		
with overdrive	£1,521	4	2
ROVER 75 saloon, finished duo grey Smol	ie		_
and Dove, red upholstery	£1,410	14	2
ROVER 75 in duo Smoke grey, Silver gre	y		~
upholstery, bucket seats	£1,427	14	2
ROVER 75 in duo light grey/light brown	n,		0
beige upholstery, bucket seats	£1,427	14	2
ROVER 60 saloon, Smoke grey and Dov			
Silver upholstery, bucket seats an		9.00	0
ROVER 60 saloon, duo Heather brown/ligh	21,0/0	14	0
brown with overdrive	#1 95g	179	
88 Regular LAND-ROVER, finished i	21,000	14	0
marine blue with hardtop, heater an			
flashers.	(1		
88 Regular LAND-ROVER, finished in gree	ur.		
heater and flashers.	7.9		
109 Petrol LAND-ROVER, finished i	n		
marine blue or bronze, heater an	d		
flashers.	-		
All for Immediate Delivery			
SUPERIOR LOW MILE	AGE		
LICED CARS			

### E USED CARS WITH THE BAKER GUARANTEE

1958 AUSTIN A35 2-door de luxe, green with green upholstery, heater 1958 AUSTIN A55 de luxe saloons, choice of two, one Speedwell blue and one King fisher blue, small mileage in immaculate	£495	0	0
condition	£745	0	0
1954 ROVER 60, finished in ivory	£600	0	0
1958 AUSTIN A35 4-door de luxe saloon, finished Speedwell blue with heater	£500	0	0
1958 HILLMAN Minx Special saloon, finished Fiesta blue	€650	a	0
1954 (June) JAGUAR Mk. VII, one owner,	2000		
black, brown upholstery	£560	0	0

T. Baker & Sons (Reading Ltd.)

36 & 37, FRIAR ST., READING

Telephone: 51221 & 2

# Derek Phillips says:

### CARS AND RACKETS

There are tennis rackets and car rackets. The sportsman makes sure he buys his equipment from a reputable supplier and the motorist should see that he gets his car from a well-known dealer. The tennis player does not want a string to break as soon as he used his racket, neither does the motorist expect trouble as soon as he takes delivery of his new or secondhand car. To avoid worry we suggest a Ford from Phillips. They go together.

And if you want a couple of sporting tips remember that whether you are playing singles or driving a car it is best to avoid the tramlines. If you are playing doubles, or sitting at the wheel of your Ford, stay on your own side unless it is absolutely safe to move across. Finally, remember that driving a Ford from Phillips gives you the same satisfaction as serving an acc at tennis. You feel good! You look good!

Processing States of State 1954 ARMSTRONG SID-DELEY Sapphire saloon, in ery excellent motor car decd at Dep. £55. £525 1957 FORD Escort in Corfe grey with red interior. Heater, 10,800 miles only. Excellent condition. Dep. £530

1955 FORD Zodiac, in fawn and grey, Fitted radio and heater., £525

£

S

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R

1958 FORD Consul in Lud-law green and Arundel grey with Zodiac styling. 12,000 miles only. Main-tained by ourselves from new £715

1955 MORRIS Oxford de Luxe in black with red leather uphoistery. Heat-er. Car in excellent condi-tion. Dep. £55. £515

in black. Reconditioned engine to be run in by purchaser . . . £310

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# Autocar

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## USED CARS FOR SALE & WANTED - SPARES & SERVICE

ABARTH-FIAT

NTHONY CROOK, sole concessionaires for the U.K.:
phone or call re the new Fiat Abarth.—High St.
(C1065

A.C.

ANTHONY CROOK. A.C. distributors and Bristol engine specialists, offer new A.C. Access at new post-budget price, used Acecs, specially tuned, £1,795. Budd Ace, disc brakes, 7,000 miles, £1,725.—High! St., Ebler, Tel. 4860, and The Roundshout, Hermann walton on Thames 687. 20 minutes Waterloo, (£1065 S. H. RICHARDSON & SONS, M.G. Specialists.

1956 or will take any M.G. A or XK140 part exchanges. Goldstar Garage, Moor Lane, Staines. Colli-

1956 Aceca Bristol, disc brakes, immaculate;
1956 A.C. Aceca, radio, heater, excellent history;
1955 A.C. Ace, radio, 17,000 miles; £985.
TAYLOR & CRAWLEY, 42a, South Andley St.
tentrance Adams Rows, Mayfair, W.I. Gros, 6881.

& CRAWLEY, 42a, South Audley St. cc Adams Row), Mayfair, W.1. Gros. 6881.

1951 A.C. 2-litre sports saloon, 2-tone colour with

condition; £375.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, Schoden, N.W.3. Hampstead 8676/7779. [C4016] AZ exceptionally attractive; £295!—Palmerston Rd., N.W.6. Mai. 4725.

£425.—A.C. sports saloon, original and beautiful condition throughout 1952, but could pass for later model, small mileage at bargain price. N.2. CRESSCARS, Ltd., 156, High Rd., East Finchley, N.2. Tudor 9272.

Tudor 9272.

2665 — A.C. Acc 2-scater 1954, excellent through-through Michelin X. taxed; terms, ex-change.—Brown, 126 Marsden Rd., Burnley. Tel. 4356.

GATEHOUSE offe, 1949 A.C. saloon, immaculate; £375; 1951 A.C. Buckland tourer, red; £585—Gatehouse Motors, Ltd., Higheate Village, London, N.6 (C2021

1948 A.C. saloon for sale, green with white leather body, engine 1991 c.c.; £350 c.n.o.—Butcher, 195, Gypsy Lane, Swindon.

oppy Lane. Swindon.

£1450—1957 Aceca Bristol in dark grey gunnetal.
recorded mileage 13,000. spare and
original tools unused, fitted radio, heater, Michelin X
tyres, an outstanding example of these fabulous cars.

\$250 MODELS. 54 Warren Street, W.1. Euston
\$2156; after 6 Livingstone 7777.

1937 A.C. drop head coupe 16hp. in outstanding maron cellulose, hood and interior in splendid condition, tyres as new £149.—Fridays (Gravesend), Lid., Bodhester Rd., Gravesend, Tel., 501.

Rochester Rd., Gravesend. Tel. 5411.

128mph Acca-Bristol 1959 series 2-seater, top person of the command of the command of the sprox. £2.600 with extras: £2.050; terms, exchanges. Faudds, 41. High St., Worthing 7773.4. Demonstrations of this and other AC models at your address by smoothment.

ROWLAND SMITH'S, the A.C. buyers; highest cash prices.—Hampstead High St., N.W.S. Ham. 6041. [W4016 R GATEHOUSE MOTORS, pay cash for good A.C. cars.—Highgate Village, London, N.6. Mount-(W2021 XXX Excellent cash price offered for good A.C.—H. F. Edwards,—154, Great Titchfield St., London, W.1. Langham 0012. (W2003

A.C. sole distributors, London and Middlesex.— European Cars, Ltd., 129, Old Brompton Rd., 8.W.7. Fre. 7711.

Y.7. Fre. 7711.
OR good used A.C. saloons and Bucklands specialised repairs and apares, contact.—Fietcher & Co., Beckenham Rd., Beckenham, Kent. Beckenham (20%)

### SALES & WANTS Turn to Page 85 for Advertisement Form

### ALFA-ROMEO

ANTHONY CROOK offers 1957 Giulietta Spr Veloce, superbly maintained, 15,000 miles, £1,91 and 1900 streamlined Farina 2/4-seater, right-had drive, £1,500.—The Roundabout, Hersham. (Wallon on Thames 687.) 20 minutes Waterloo. Open ut 5,50 p.m. Saturday.

LEC 1955 (June) Alfa-Romeo 1900 super. 2 owners mechanically and in appearance, accessories included Michelin X, press-button radio, windscreen washers; El,220, terms, exchanges.—The Lorraine Eng. Co., Ltd., 29-50, Elvaston Mews, Queens Gate. S.W.7. Knightsburdse 6861-2-5.

HAROLD WEBB MOTORS, Ltd.

1956 Alfa-Romeo Giulietta sprint couse, white been condition: £1,595.—Romeo Corner, Romford, Essex, Horneharch 48981 2. (C41-24)
1959 Alfa-Romeo T1 4-door sports saloon, as new, L500 miles, one owner, £1,695.
TAYLOR & CRAWLEY, 42a, South Andley St. tentrance Adams Rowy, Mayfair, W.1. Gros. 6881, centrance Adams Rowy, Mayfair, W.1. Gros. 6881, C41-25, C41-2

1956 Giulietta Sprint, low mileage, radio, heater, (24056) [1956 | Heater, Inmaculate: £1.595 | Elmbridge Motors, Lid., Ringston By-Pass, Tolworth, Elimbridge 2294, (2406) [1957 | Alfa-Romeo Sprint Veloce coupe, red. leather the control of the co

PARTLETT.—Consult us before selling or exchanging your Alfa-Romeo.—27, Pembridge Villas, W.11, W.1013.

Alfa-Romae Spares and Service
THOMSON & TAYLOR (BROOKLANDS),
spares and service for all Alfa-Romeo carsmouth Rd., Cobham 2843-9. ALLARD

ALLARD 1949 coupe, recent extensive overhaul, very finist; £155 o.n.o., Gre. 4920.

AZ MOTORS offer superb 1950 Allard Pl saloon, fitted radio, heater, exceptional offer; £2451-Palmerston Rd. N.W.8. Mai. 4725. ROSE & YGUNG, Ltd.—1952 Allard Pl saloon, fi radio, bronze; £175.—65-69, Sternhold Ave., Str ham Hill, S.W.2 (1 min, Streatham Hill Station), T Hill 6464.

Hill 6464. (C305)
245 ms.—Allard 1951 Pl saloon, leather, heater changes, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. heater,

ROWLAND SMITH'S, the Allard buyers: highest cash prices.—Hampstead High St., N.W.5. Ham 1 W1018'R

GATEHOUSE offer:-1951 Alvis 3-litre saloon, black grey, heater, '52 noversion; £525.

1948 Alvis TA 14 coupe, red, in excellent condi-tion; 2450.—Gatehouse Motors, Ltd., High-gate Village, London, N.6. Mountylew 4444. [C2021 1954 Alvis Grey Lady, in spotless condition throughout, one owner from new; £725,— P. W. Kerrdge, Alton 2224. [CS118

TACK SMITH offers:

1957 Alvis Graber Continental sports saloon, grey/red, magnificent condition throughout, original cost £5,400; price £2,025,—23, Bruton Place, Berkelev Sq., London, W.1. Mayfair 0661. (C4082 ERIC HAYES, Ltd., offer;—

1952 model Alvis 3-litre, finished in grey, fitted theater, very carefully maintained, an elegant car: £475.—13, Bishopsbridge Rd., W.2. Ambassadol

BROOKLANDS OF BOND STREET.

SOLE London distributors.

SEE and try the new Alvis 3-litre by Park Ward; saloon and drophend coupe.

103. New Bond St., London, W.1. Mayfair 8351.

1046 Aivis 25 saloon, one owner; £195.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, N.8. Mountview 5228,

CHIPSTEAD MOTORS.—See display panel page 41,
[C1046]

A LVIS Firefly 33 d.h.c., very good condition; 80gns. o.n.o.—Pal. 0944 (London). [1901 1949 Alvis utility, maroon, excellent mechanically; 2275.—Richard France, Ltd., 252-254, High Rd., Tottenham 0353.

Rd., Tottenham 0555. [C2418]
1954 Alvis TC21 saloon. 2-tone green, grey inLeoo. Tel. Garforth 2743 and 2795. [1666
FOR the Alvis enthusiast, 1952 3-litre saloon. little
used, very low milease, mint condition, would
consider part exchange, genuine small milease, 1957,
1956. sound varitione Magnette: no deelers.—Box 3224.

245 gns.—Alvis 14 December 1947 saloon, head, leather, heater, very good cortems, exchanges, list open 9-7 week-days and days.—Rowland Smith, Hampstead (Hampstead Hampstead 6041.

A LVIS 1949 TA 14, black saloon, engineering execu-tive selling privately having bought new car, first-class body and engine, heater, full maintenance record; £400.—Peacock, 5, Stretton Drive, Southport, Lancs, Tel. 87299.

A LVIS Speed 25 saloon, 1957, true total 75,000 miles, carefully maintained by elderly owner, heater, new wipers, screenclean, head lamps reconditioned, excellent tyres; £300 might tempt owner.

Junningdale Motors, Ascot 319.

Sunningdale Motors, Ascot Jus.

1959 Alvis Graber saloon, fitted with modified only; this superb motor car is indistinguishable from new; cost new £3.275; low offered at £2.850 – C, L, & H, L, Blundell, Ltd., Christ Church Rd., Folkesfone 22221.

2727.

2498 — Aivis 1½—litre special sports, indisputably best ever, 14,000 m., almost new throughout, 1951, better most 55%, ultra modern lines; lists 100 guaranteed cars.—Benmotors, 1. Clarendon Rd., London, W.H. Park 5066-7. (50 yards Holland Park

1938 Speed 25 Charlesworth saloon, double sliding car, overhaut by Alvis expert including big ends, new vaives, new rings, etc., new brakes (Servo assisted), 6.50×17 wheels, 1.F.S., automatic chassis lubrication, Cauldwell engine heater, trickle charger, tradicators, winking lights, P.1009, 285; H.P. arrunged, M. J. 1902—after 6.50 But., St., London, W.1. (Wells 1902—after 6.50 But.), 6.50×17 Wells 1902—after 6.50 But., 6.50×17 Wells 1902—after 6.50 But., 6.50×17 Wells 1902.

1902—after 6.30 p.m.r.

Avis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers: highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W4016/R

PRIVATE buyer will pay cash for 1955-6 Grey Lady, immaculate, low mileage, saloon or drop head.— Box 3395. [1944]

GATEHOUSE MOTORS pay cash for good used cars -Highgate Village, London, N.6. Mour

1957-8 saloon required privately, Park Ward body preferred.—Details please to Rigier, 35. East Ave., Taibot Woods, Bournemouth. Tel. Westburne 61691.

### SALE AND WANTED-SPARES USED CARS FOR AND SERVICE

CERVICE and spares for Alvis cars.

J JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0094/R] MANCHESTER Alvis Distributors.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Man-chester, 19 Rusholme 2874-5. [0653/R

### AMERICAN CARS

EX BRITAIN'S leading dealers in all makes of American cars.

1959 models available for immediate delivery.

1958
Oldsmobile Super 88 4-door holiday sedan, power brakes, power steering, etc. Oldsmobile Super 88 holiday coupe, hydramatic, radio, heater, power brakes and steering, all electric equipment, oldsmobile Super 88 4-door holiday sedan, power brakes, steering, windows, seats, radio

1930 power brakes, steering, windows, said very extra and every extra 1958 Ford Fairlane sedan, automatic, r.h.d., blue, 1958 Ford Fairlane sedan, automatic, r.h.d., blue, and extra for a feet of the sed of th

LEX Garages, Ltd., 2. Lexington St., Piccadilly Circus, London, W.1. Gerrard 8600, [1694

HALF WAY UTOS

AUTOS.

THE American car specialists of Essex.

SOUTHEND Arterial Rd., East Horndon, Essex, offer The complete new (1959) American Ford range; Complete with automatic transmission, radios and heaters, all right-hand drive.

1959 Plymouth Belvedere, r.h.d., press-button gear change, radio, heater, two-tone blue:

list price.

1958 Ford Thunderbird, automatic transmission, radio and heater, powder blue with white soft top, low mileage, car as new; £3,550.

1958 button automatic transmission, a full 9-seater, radio and heater, two-tone blue, 9,000 miles

seater, radio and nearer, two-boile blue, 5,000
1019; £2.12-57
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transmission, radio and neater, and power equipment; 22,350.

1958 Plymouth Savoy, radio and heater, 6-cylinder engine; 21,775.

1958 Chevrolet Impala coupe, automatic transvery low mileage car offered at 22,195.

1956 Cadillac Fleetwood Sixty Special, automatic transmission, nower brakes, steering, windows and seat, radio and heater; £2,450.

1956 Pontiac Star Chief convertible, automatic radio and heater, with power hood; 21,675.

1956 Ford Meteor station wagon, radio, heater, fully automatic, black; £1,275.

1956 ford Meteor station wagon, radio, heater, fully automatic, black; £1,275.

1956 mission, radio and heater, full power equipment, gradio, radio and heater, with power hood; 21,675.

1956 pord Country Squire station wagon, radio, heater, fully automatic, black; £1,275.

1955 pord Country Squire station wagon, radio and heater, with the small 6-cylinder engine, finished in blue with wood grade panels, this car is as new throughout; £1,225.

1955 power pracks, electric seat, radio and heater, hished in red with white detachable hard top; £1,475.

1955 Studebaker Commander 2-door Farina-type leater, superb condition throughout; £975.

1955 Chevrolet hard top salous; £983 and heater, superb condition throughout; £975.

1955 Chevrolet hard top salous; £983 and heater, car; £985.

1954 Mercury stand heater; £995.

1955 Chevrolet hard companies car; £995.

1956 Chevrolet, rh.d., 4-door, radio and heater, even ince car; £995.

1957 Chevrolet, rh.d., 4-door, radio and heater, even ince car; £995.

1957 Chevrolet, rh.d., 4-door, radio and heater, even ince car; £995.

1957 Chevrolet, rh.d., 4-door, radio and heater, even ince car; £995.

1957 Chevrolet, rh.d., 4-door, radio and heater, even ince car; £995.

1957 Chevrolet, rh.d., 4-door, radio and heater, even inc

SCOTT CARS.

SEE our advertisement under Chevrolet, Ford Fair-lane, Nash, New American Cars, Oldsmobile, Ply-mouth, Pontiac, Studebaker, SCOTT CARS, 341-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

REG TIMMS offers:-PONTIAC Star Chieftain saloon, first registered July 1955, litted radio, heater, very low mileage, green and white; genuine and exceptional bargain at 2795—16, North St., Leighton Buzzard. Tels. 2561/2496. [C4140

SANDERSON & HOLMES, Ltd.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Lefeestershire, Rutland and Burton-on-Tent.

ONDON Rd., Derby; also Bentley House, London Rd., Lefeester, Tel. Derby 47471; Lefeester 59865.

CONNAUGHT ENGINEERING offer:-

1059 Ford Thunderbird 12-seater estate, finished in light blue, one owner, very clean condition; £625.—Portsmouth Rd. (A3), Send, Surrey. Ripley 5122. (C1132

SIMPSONS OF WEMBLEY

FIRST and foremost in American cars JEW and good quality used.

ARLY and immediate delivery

R.H.D. Ford Fairiane 500 Town Sedan and Tow Victoria, auto, trans., r. & h., power brake ws.w. tyres, Styletone paint and many other extra from £2.57/17/8. R.H.D. Ford Custom 300 Fordor sedan; £1,971/17

H.D. Ford Country Sedan, auto, trans.; £2,460

KYLINE retractable saloon, auto, trans., power brakes, steering, seats, window and top;

S. J. H. N. E. PELINCHHIE SALOVI.

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1959 r.h.d. De Soto hard top convertible, power steering and brakes, r. & h., fully equipped.

1,000 miles only.

1957 Buick Century 4-door hard top, power steering and brakes, r. & h., whitewall tyres, low

1956 r.h.d. Ford Fairlane, automatic transmission r. & h., white side wall tyres; choice of 2 (2 Cadillac 62, hydraulic power brakes and steering, r. & h., 12,000 miles, immaculate olour black.

1956 Buick Special, r. & h., all extras, immaculate car.

1950 Sauck Special, r. & n., all extras, immaculate
1956 Find Fairlane, l.h.d., 4-door hard top, r. &
1955 Find Fairlane, l.h.d., all extras, immaculate condition,
(Nov.) Packard, l.h.d., all extras, low mileage, choice of 2.
1955 Packard Fairleian automatic, r. & h., power
1952 De 2000 2-door ealoon, r. & h., all extras

ISH, American and Continental cars taken in rt exchange; terms, insurance and tax facilities. -555. High Rd., Wembley, Middx. Wem. 3903/ 6691/4422. 9 a.m.-7.30 p.m. (C4015

GREENFORD AUTOS offer:-

GREENFORD AUTOS offer:—

1957 Ford Pairlane, r.h.d., automatic, finished in 1957 Ford Pairlane, r.h.d., automatic, finished in 1957 Ford Pairlane, r.h.d., automatic, finished in 1956 Chrysler Savoy, finished in dual-tone blue, whitewall tyres, a specimen; £1,885.

1956 Chrysler Savoy, finished in dual-tone blue, whitewall transmission, power steering, whitewall practard lineater, unmarked 2, £50.

1955 Packard Lineater, unmarked 2, £50.

1955 Chrysler New Tyrker, blue metallic duo tone, brakes, power steering, automatic transmission, Torsion air suspension, self-seeking radio, twin speakers, finished in 2-tone green, in absolute specimen condition; £1,285.

1955 Chrysler New Tyrker, blue metallic duo tone, radio, heater, immaculate car; £1,475.

1955 Lincoln, blue/ivory, radio, heater, power brakes/steering, whitewall tyres, automatic, a specimen car; £1,285.

1955 Mercury Montclair convertible, power top and windows, only V8 engine, finished in dual-tone green and white, whitewall tyres, manual gear shift; £1,285.

1954 Bulck convertible, finished in white with red and white interior, powered top, radio and heater, whitewall tyres, a specimen; £895.

1953 Chevrolet 2-door fixed head coupe, finished in dual-tone blue, sutomatic transmission, in dual-tone blue, sutomatic transmission, powered throughout; £649.

1955 Lincoln blue/ivory red head coupe, finished in beige with thown interior, radio and heater, whitewall tyres, a specimen; £895.

1954 Des Soto, 2-door fixed head coupe, finished in beige with brown interior, radio and heater, and the service of the summary of the service of the service of the summary of the service of the summary of the service of

men; £599.

1949 Mercury 2-door saloon, radio, heater
1948 Mercury, r.h.d., finished in grey wi
1948 Mercury, r.h.d., finished in grey wi
1948 Mercury, r.h.d., finished in grey wi
1958 Jew low-deposit terms; immediate hire properties one until 8 p.m. New low-deposit terms; immediate hire purchase and insurance; open until 8 p.m.

GREENFORD AUTOS, Mansell Rd., Greenford. Tel.
Waxlow 2617/5028.

DESBOROUGH PARK AUTOS offer:-

1957 Buick Roadmaster Rivera, red and white, 1955 reg. Studebaker Crampion, maroon; £245.

1948 Ford Super de luxe; £220.—Oxford 78361.

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1955 Chevrolet Bei-Air auto, all extras, low milesage, one owner: £849, all extras, low milesage, one owner: £849, all extras, 2-tone paint; £699, and the condition £699, and

TOE THOMPSON (MOTORS), Ltd.

NEW r.h.d. Ford, Fairlane 9-seater, Fordomatic, NEW, T.h.d. Ford, Fairlane 9-seater, Fordomatic, NEW,

R.H.D. Chrysler, Plymouth and Ford Fairlane saleons.

1958 Ford Country sedan; also 1956 with radio, heater, etc.
1958 Ford Fairlane Victoria, automatic, radio, heater, 9,000 miles.
1955 Chevrolet Bel-Air, heater, overdrive.
1953 Oldsmobile 88, specimen car.

1953 Studebaker Farina type 2-door saloon, radio SEE also separate headings.

91-95. Fulham Rd., South Kensington, S W.3. Tel. [C4028 T. SULLIVAN CAR SALES offer:-

NEW unregistered Ford Fairlane r.h.d. automatic, immediate delivery.—Acorn 6911-2-3. [C4113 WILLIAM GORDON CARS OF COVENTRY Offer:-

1957 Ford Fairlane 500, right-hand drive, auto-celvable extra, speedometer reading 12,000 miles only, triple colour scheme—Sovereign Road Garage, Earli-don, Coventry, Tel. 73577-68439.

COUNTY 1et. 7557f-95349. [C2102]

STUDEBAKER Champion. 1950, by Farina. immaculate 4-door, R.H.D., o'd, radio, heater, tiger seats; 875 o.n.o.; exchanges, terms.—Below.

NASH Rambler, 1954, R.H.D., radio, o'd, immaculate, 2695 o.n.o.; exchanges, terms.—Below.

HUDSON 6, 1950, R.H.D., radio, etc.; £550 o.n.o.; exchanges, terms.—Below.

DAVIE MOTORS, 97, Plumstead Rd., Woolsich, S.E.Lis, Woo, 2551.

AZ MOTORS offer June 1951 Ford Mercury 1783 saloon, beautiful condition, sacrifice, £295— Palmerston Rd., N.W.6. Mai 4723 £666!!!-Chevrolet Bel-Air de luxe saloon, immaculate specimen, 1953-4 model, in out-

maculate specimen, 1953-4 model, in outstanding condition, you super modern 2-door 6-seater

1 MBS OF WOOD GREEN (Established 1897)—100

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L Cars; written guarantee; exchanges; easiest terms,
421-425, High Rd., Pinchley. Finchey 6222. (C2052

BRITISH & COLONIAL MOTORS, Ltd., offer the finest selection of new and used American cars in the United Kingdom:—
THE 1950 Chevrolets are here,

1958 Oldsmobile Super 88 4-door Holiday Sedan.
1957 Schevrolet Bel-Air r.h.d., 4-door hard top
1957 Schovrolet Rel-Air r.h.d., 4-door hard top
1955 Chevrolet r.h.d. 4-door Sedan; £945.

1953 Chevrolet 210 r.h.d. 4-door saloon; £750.

BRITISH & COLONIAL MOTORS, Ltd., 77. St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027] Martin's Lane, W.C.Z. remple bal 555.—Pedigree Ranchwagons, choice of 3 from £585.—Pedigree Estate Cars. 340, Euston Rd., N.W.I. Euston (C308)

1957 Chevrolet Bel-Air, pale green with pale and ark green interior, 1.h.d., power steering radio and heater, magnificent car throughout: £1.480.

—Spicers Car Sales. Tel Hitchin 2037. [C4131] CHEVROLET Bel-Air. one careful owner, gen 30,000 miles, 1954 4-door I.h.d. anloon, bi radio, heater, seat covers, undersealed, £645: I can be arranged.—For trial tel. Portsmouth 20939

1954 De Soto Firedome V8 saloon, automatic trans-mission, power steering, colour black with white roof, 50,000 miles, fitted radio and many extras: £795 for quick sale.—Bradshaw, Strathayan, Arundel Drive West, Saltdean, Sussex, Rottingdean 3035, 503

Drive West, Saltdean, Sussex. Rottingdean 5085.

THE sensational '59 Chevrolet Impais 4-door hard top right-hand drive models are available with 6 mile steering choice of colours, now available for interesteering choice of the colours, now available for interesteering choice of the colours, for interesteering colours, now available for interesteering nower steering, nower brakes, electric seats and windows, continental kit, finished in sunset with interior to match, the last word in invary motoring, is absolutely new condition at nearly £1,000 under list price.

price.
Lincoln STREET MOTORS (BIRMINGHAM), la.
Lincoln St., Balsail Heath Birmingham. Tel. Calthorpe 3751.

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Lincoln Premier, 1956, fully equipped with automatic transmission, power brakes, power steering matter transmission, power brakes, power steering transmission, power brakes, power conceivable extra, maintained regardless of cost by conceivable extra, maintained regardless of cost by conceivable extra probably the only Premier for sale in England today, a really magnificent example at only a fraction or original cost; terms, exchanges; open 9 till 8, Sundays 10-2; E. Balsall Heath. Birmingham. Tel. Calibrate 5751-2-3.

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### WANTED - SPARES AND USED CARS FOR SALE AND SERVICE ARMSTRONG SIDDELEY

INCOLN STREE1 MOJURS (B'HAM), Ltd., the Midlands leading motor agents, sole agents for the Midlands area for the American and Canadian Fords, for immediate delivery; the full range of 1959 First Fairlanes, right-hand drive, choice of the memory of the memory of the first part of the memory of the first part of the fi

1959 Lincoln, early delivery. 1959 Mercury early delivery

1959 Edsel early delivery 1959 Chevrolet Impala, V8 engine, r.h.d., power brakes, 1,000 miles only: opportunity at

1959 brakes, 1,000 miles only; opportunity of transmission, power brakes, 1,000 miles only; our own demonstrator; 22,295, 1957 Fairlane Town Victoria, guaranteed 15,000 miles only; missed transmission, power operated hood, provided the second transmission of the second transmission, power-operated hood, guaranteed 8,000 miles only, absolutely as brand new throughout; £1,895 check of the second transmission, power-operated hood, guaranteed 8,000 miles only, absolutely as brand new throughout; £1,895 check of the second transmission, power-operated hood, guaranteed 8,000 miles only, absolutely as brand new throughout; £1,895 check of the second transmission, power-operated hood, guaranteed 8,000 miles only; absolutely as brand new throughout; £1,895 check of the second transmission, power brakes, 1,000 miles only, as a second transmission, power brakes, 1,000 miles only, as a second transmission, power brakes, 1,000 miles only, as a second transmission, power brakes, 1,000 miles only, as a second transmission, power brakes, 1,000 miles only, as a second transmission, power brakes, 1,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, power operated hood, guaranteed 8,000 miles only, as a second transmission, guaranteed 8,000 miles

1957 the violet 4-door Ranchwagon, automatic condition: £1.695.
1956 plymouth Belveders, r.h.d., automatic transmission, power brakes, senuine 25,000 miles from been mission, power brakes, senuine 25,000 miles from the mission, power brakes, senuine 25,000 miles from the mission, power brakes, senuine 25,000 miles from the mission power brakes, windows, seats, etc., in really outstanding condition throughout; £1.95.
1955 packard Clipper Customs de lines with automatic transmission, power steering, power brakes, automatic suspension, the last word in luxury motoring, in the finest example we have ever seen for its year; £1.295. condition; £675.
1951 Chrysier New Yorker, late property of well-motoring, now for the word personality in magnificent condition throughout. £59s rolet 2-door sedan, a magnificent condition; £295.
1948 Chrysler 2-door club sedan, right-hand drive, most available from 10% deposit, belance tropsymosty available from 10% deposit, belance tropsymosty available from 10% deposit, belance tropsymosty of till 2.

Lincoln Street motors (B'HAM), Ltd., Lincoln St., Balsail Heath. Tel. Calthorpe 5751-25. (C3153)

MAGNIFICENT 1951 American Oldsmobile Rocket 88, almost as new, brought personally to England by one lady owner, finished in all original pastel blue with magnificent chrome and stainless steel, fully automatic drive and fitted with a host of extras, economical on petrol and oil, as good as a Bentleey; exchange considered, private sale; bargain; £600.—Fel. Meretham (Surrey) 2145 or 578.

American Cars Wanted

American cars, all types wanted.

ALEX COWLEY (AUTOMOBILES), Ltd., Eusten [W1186

M 143. 8563. [W1186]
FORD Fairlane (1958), low mileage.—Arthur Reed (Hull), Itd. Hull 36893. [L53]
LEX —Sole distributors in the U.K. for Oldsmootie
LEX GARAGES, Ltd., 2, Lexington St., Ficeadily, W1. Gerrard 8600. [O40278]

1957 automatic Thunderbird, soft top, urgently required—H.W. Motors, Walton-on-Thames [1969] BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Cherrolet cars.—77, St. Martin's Lane, W.C.2. Temple Bar 5598.

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PASS & JOYCE, Ltd., England's largest distributors, offer ever-changing selection of good used Sap-

Toffer ever-changing selection of good used Saphires.

ALL cars have been carefully works serviced by specialist mechanics and carry our 4 months' sparatree; demonstrations anywhere at any time.

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DICKS. 1948 Armstrong Typhoon saloon, genuine bargain DICKS CAR SALES, Ltd., Exeter Rd., Kilburn. Tel. i C1072

OFFER with six months' guarantee.

2675 — Armstrong Siddeley Sapphire saloon, radio, reg. 1955.

CAR MART, Ltd., 520, Eusten Rd., N.W.1. Eusten 1212.

SPUR GARAGE offer:-

1953 Armstrong Sapphire preselectric gear, immacu-late condition: £465.—39, Hartneld Rd., Wimbledon S.W.19, Liberty 4009. (C4109

GUY SALMON AUTOMOBILES FOR the superb new Star Sapphire, may we demonstrate this to you?

OFFER the following used examples:—

1957 Armstrong Siddeley Lapphire, automatic gear radio, excellen, condition, £1,095.

1956 (series) Armstrong Siddeley Sapphire saloon, automatic gear vox power steering, elephant grevited hire, genuine 22,00, miles enly, one owner:

1955 Armstrong Siddeley Sapphire saloon, pre-selectric gear box, genuine 24,000 miles only, radio one owner originally supplied by us in superb original mint condition. 2785 ARMSTRONG SIDDELEY specialists for new or used Armstrong Siddeley- sales and service.—Ports-mouth Rd., Thames Ditton. Emberbrook 5551-2-5.

1955 series Armstrong Sapphire, automatic, radio, throughout; choice of 2 from £695.

1953-4 Armstrong Sapphire, synchromesh gear box, reconditioned engine just been

6tted: £525 box, reconditioned engine just been 1952 Armstrong Hurricane, drop head, synchronice carrier box, just been resprayed, a very scott GARS, 341-347, Finchley Rd., Hampstead, London, N.W.S. Hampstead & 876-7779. [C4016]

ARMSTRONG SIDDELEY Sapphire, 1955, beige/ black fully automatic, guaranteed 9,000 miles only and just as new; £850.—85-41, Holdenburst Rd., Bournemouth, Tel. 4161, [C2079 DARK MOTORS (KINGSTON), Ltd., offer:—

PARK MOTORS (KINGSTON), Ltd., offer:—

1955 Armstrong Siddeley Sapphire saloon, bize/
radio, heater, screen washers; £625.—187-195, London
Rd., Kingston-on-Thames, Kingston 7610. [G3124

A&S Ltd., Sapphire LWB cars See our selection
under Limouslies,
A Providence Court, North Audley Street. (Near Seltridges) Mayfair 294.

ARSTRONG SIDDELEY Sapphire saloon, 1955
model, radio, heater, in beautiful condition; £795.

SPINK, Ltd., Daimler House, Poole Hill, Bournemouth. Tel 5405.

1952 Armstrong Mittel's aloon, heater, black
Museum 1001.

1954 attractive 2-tone finish, low mileage; £548.

REMIER MOTORS, 295, Lewisham Highs St., SE.13,
Lee Green 1051.

1953 Sapphire, pre-selectric, green, radio, etc.: 6465.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1957 (June) Armstrong Sapphire, synchromesh, blue, extras, one owner; £785.—Farnham [1714]

Surrey 6324. Crtas, Supphire saloon, automatic, [1714]
1955 Armstrong Sapphire saloon, automatic, [1874]
1955 Armstrong Sapphire saloon, automatic, [1874]
1957 one owner: £795.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 5154.
1954 Armstrong Sapphire 4-door saloon, synchronesheer, very attractive, as new; £595.

JAMES TAYLOR AUTOMOBILES. Bentley House.
James Hards, Company of the saloon, synchronesheer, very attractive, as new; £595.

JAMES TAYLOR AUTOMOBILES. Bentley House.
1966 A Sapphire r. & h., preselectric, one owner.

1954 Sapphire r. & h., preselectric, one owner, blue; £565,—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5288. [C4111 1950 Armstrong Siddeley Whitley saloon, black, titted with heater, in very fine condition;

1952 Whitely saloon, heater, magnificent, guaranteed; £295; payments,—Vaughan, 17, Astwood (C4078)

Mews, S.W.7. Fro. 133phire 236, blue blue, manufaction and the analtic and overdrive, 17,000 miles only, excelent condition; £825.—Oxshort 2041.

1954 Armstrong Siddeley Sapphire, preselectric, radio and heater, one owner from new; £545, —Phillips Motors, 77. Chalk Farm Rd., N.W.1. Fram. 6666.

1955 Sapphire 346 saloon, automatic, 2-tone, 250 owner, low mileage; £695; terms, exchanges, Palmers, 3, Russell Garden Mews, Kensington, W.14.

Park 9704. (November) Armstrone Siddeley Sapphine 1 (25054 Light saloon 3-6, automatic gest steering, radio, senuine milesse 3-6, 000, black and pesar grey, unmarked; £900.—Dr. Isberwood, Pockington, York.

Tyrik.

105 cane drop head coupe. leather, synchromesh, radio, heater, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1956 Armstrong Sapphire, immaculate, green, twin carbs power steering, radio, on owner only driver, 4 new tyres, true mileage 54,000 nest registered Feb. 1956; serviced only by makers; HARRIS MAYES, Ace of Herts Garage, St. Albans Rd., Wattord, Herts, Tel. 24026. [1757

Armstrong Siddeley Cars Wanted

ALPE & SAUNDERS, Ltd., require 18hp or Sapphire

346 limousines in above average condition.

A&S Ltd., Providence Court, North Audley Street

(Mars Selfridges), Maynir 2941. [W1006

ROWLAND SMITH'S, the Armstrong Siddleley buyers; highest cash prices.—Hampstead High St., N.W.3 [W4018 R

Armstrong Siddeley Care Wanted
ARMSTRONG Sapphire automatic under 20,000
miles, required urgently — L. F. bove, Ltd., 115,
Addiscombe Rd. Croydon Addiscombe 3066 W1076 Addiscombe Rd. Croydon. Addiscombe 3066 [W1076 ARNESTON MutTOG Co. Ltd. 28, Albennarie St., Wiltheam Co. 1988 [Wilder St. 28] Albennarie St., Wiltheam Co. 2004 [Wilder St. 28] Albennarie St., Wilder St. 2004 Armstrong Siddeley specialists, are ready buyers at good Armstrong Siddeley. — H. Edwards. 154.

Great Titchfield St., London. W.I. Langham 0012. [W2003 WANTED at once. immaculate Armstrong Siddeley. — Warmstrong Siddeley States aslooms 1955 on-wards, also synchromesh 289 models; our buyer will call anywhere by appointment; trade offers welcome. Northampton. Tel. 2005 ark Garage. Weston Payer.

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ARMSTRONG SIDDELEY specialists; every kind ut overhaul or repair 48-hour exchange engine, gear box supply fitting or reconditioning own units, etc., all models, ranges pre/post-war work guaranteed; trade, retail.—Aroot Engineering, Ltd., 159, Fulham Rd., Galesia, S.W.S.

FULL repair and overhaul service for Armstrong care, A.I. Carage (incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.S. Fre. 8181, Collection of the control of the control of the control of the collection of the control of the collection of the collection

BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. and E. England.

1959 Mark III saloon, under 3,000 miles, overdrive and radio, one owner; £2,795.

NEW Mark III saloon and drophead coupe for delivery.

103, New Bond St., London, W.1. Mayfair 8351. R. S. MEAD (SALES), Ltd., offer:-

1956 Aston Martin drop head coupe, crimson, miles only, special head, twin exhausts, chrome wire wheels; £1,950.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431.—2. [COOMBS & SONS (GUILDFORD), Ltd.

COOMBS & SONS (GUILDFORD). Ltd.

WE still nave our Acton Martin and can't understand why! This can is a 1958 and is the 3-litre Mark III can the finish in page 1958 and is the 3-litre Mark III can the finish in page 1958 and is the 3-litre Mark III can the finish in page 1958 and is the 3-litre Mark III can to the page 1958 and is the finish in page 1958 and is the finish in the makers, just had complete theek over in our own works and various small items over in our own works and various small items as to the can be supported by the supported by the can be supported by the can be supported by the can be supported by the supported by the can be s

OFFER a December '51 DB2 saloon with recent recent recent variage unit, H.M.V. radio, hesters, Michelin X tyres, etc., finished in ivory with blue hide trim, maintained regardless, superb example; £1.095.

DEMONSTRATIONS—anytime—anywhere.

WARDON GARAGES, "The Sports Car People," 487. Coventry Rd., Small Heath, Birmingham 19. Victoria 1332. CHIPSTEAD MOTORS.—See display 1 anel page 41 (C104)

BARTLETT.—Aston Martin 1958 Mark III. 8,000 miles, one owner, many extras, £2,550—27, Pembridge Villas, W.11. Bayswater 0523. [Ci013] 1952 Michelin X: £890.—Tel. Wilson, Guildford

1732 Michelin X; ESU.—181. Wilson, Smith 1918 1925 1935 Markin DB2 Mark II, all extras; 1957 £1.945.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddesdon 4567. [C5001 £1.99] one owner, superbly maintained, about 55,000 miles only, still looks and runs like new, this is the finest and cheapest we have ever had. [AMBS of WOOD GREEN (Established less terms. LAMBS of WOOD GREEN (Established 1861 terms.—421-425, High Rd., Fluchley. Fluchley 6222. [C2052 £1350—198-4 Sept. 1954, 5-litre, black/grey £1.950 top. heater, taxed year, immaculate.—Lozells Motors, 171, Birchfield Rd., Birmingham, Nor. 5782.

Losells Motors, 171, Birchnield Rd., Birmingham. Nor. 17582.

1955 Aston Martin DB2-4 3-litre, British 1860 miles, works history.—Francis Motors, 593, Humberstone Rd. Leicester Pel. 66304. (Calist 1954 Aston Martin DB2-4, Vantage engine, heater, finished in deep maroon: £1,345.—Beyerley Combe. 94, Coumbe Lane, 8.W.20. Wim. 0192. [1865]

1956 Mark II fixed head coupe, low mileage, duo deep maroon: £1,345.—Beyerley Combe. 21,255.—Elmbridge 2254. Ltd., Kingston By-Cass. 1957. Mark II fixed head coupe, low mileage, duo fixed by the fixe

DB2-4 Vantage engined 2.5 occasional 4-search mistaken for a 1956-7 series and fitted radio, Michelin K tyres, faxed and guaranteed. El. 325; also DB2-4 Mark III saloon.—Rudds, 41. High St., Worthing 1775-4

Asten Martin Cars Wanted
GOOD Aston Martin required immediately.—G.
Edwards, Amenbury Lane, Harpenden, W2000 BARTLETT.—Consult us before selling or exchanging your Aston Martin.—27. Pembridge Villas, W.11. Bayswater 0523. ROWLAND SMITH'S, the Aston Martin buyers; highest cash prices —Hampstead High St., N.W.5. Ham. 6041. [W4018/R highest cash brices [W4010/h-Ham, 904].

Language T. LUNDEGAARD, Ltd., Aston Martin Lagonda Chistinhutors, require good used Astons.—106.8/10.

Southgate, Gloucester, Tel. 21001/22850. [0244/R]

XXX Excellent cash prices offered for good Aston Martin.—H. F. Edwards. 154, Great Titchfield St., London, W.J., Langham 0012.

A USTIN 7 cabriolet, good body, interior.—Fr. Bourne. St Edmund's College, Ware. (1596)

AUSTIN A30

1956 Austin A30 4-door de luxe saloon, heater, antee: 6455 antee; £455.

C&W MOTORS, Ltd., Queen's Head Garage, East
End Rd., N.5. Finchley 6236 (5 lines).

345 sns.—Austin A30 September 1954 2-door saloon, one owner, very good condition.—Rowland smith, below:— Smith, below:—
3.75 sn.—Austin A30 late 1955 2-door saloon, heater,
of 4; terms, exchanges, list; open 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube). Hampstead 6041.

1955 Austin A30 4-door saloon, black/red interior, heater, etc., one owner, taxed year, guaranteed; £410.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel.

Littlewick Green 70; evenings and weekends Littlewick Green 5076.

[C1107]

1956 Austin A30 4-door, new engine recently fitted; St. Farnham, Surrey. Tel. 4873-4. [C2110]
1956 (Oct., 1955) Austin A30, 21,000 miles, 2-door, one owner; £440.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110/1]

1955 Austin A30 saloons; choice of colour, 2- and Rd., Ashford, Middlesex. Tel. 2960 and 2678. [C2035] 1955 series Austin A50, in really sparking original
Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129.

AZ MOTORS offer 1956 4-door A30 saloon, one A2 owner, new engine just fitted, gift, £425! Also 1955 sun-roof Somerset, £375!—Palmerston Rd., N.W.6. Mai. 4725.

Mai. 4725. Austin A36 Cars Wanted

ROWLAND SMITH'S, the A30 buyers; highest car

prices.—Hampstead High St., N.W.5. Ham. 606

[W0018

BEST cash or exchange price.—Premier Motors, 25

Lewisham High St., S.E.13. Lee Green 100

[W303

Lewisham High St., S.E.13. Lee Green 1051.

A30 35 wanted; purchase or exchange 1954 A40 don 7755

don 7755 [1686] 000 7755

State Cars. Ltd., the Utility Specialists, urgently
State Cars. Ltd., the Utility Specialists, urgently
require A30 Countryman.—431, Upper Richmond
Road West. Bast Sheen, S.W.14. Prospect 7648-9,
0575/R

H. A. SAUNDERS, Ltd.

1957 Austin A35 Countryman, tweed grey, red upholstery, recorded mileage 14,767, heater; H. A. SAUNDERS, Ltd., 636-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092] HAKULD KAUFURD & Co., Ltd

1958 (March) A35 2-door saloon, heater, 15.000 GUY SALMON AUTOMOBILES offer:—

1958 Austin A35 Countryman, 4,900 miles, heater acceptable believ marcon, panelled, faultless condition, estimated by the condition of the con

1958 a 35 2-door saloon (choice 2), 7,000 and (solon) and (solon)

1957 (May) Austin A35 4-door saloon, blue, heater, excellent condition; £485.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.i. Terminus 1001.

1957 Austin A55, genuine as per new condition th.oughout, blue, blue leather, air conditioning and heater; £549.—Douglas Service Station, 57 & 65, Eleanor Rd., Waltham Cross 4124. [C1175 475gns.—Austin A55 1957 de luxe 2-door saloon, dition; written guarantee; terms, exchanges, list: open 9-7 week-days and Saturdays.—Royland Smith, Hampstead thue, Hampstead thue,

stead (Hampstead Tune). Hampstead work

Austin A35 Cars Wanted

ROWLAND SMITH'S, the Austin A35 buyers; highest
cash prices.—Hampstead High St., N.W., Ham.
(W4018/R

AUSTIN A40

1954 A40 coupe, green, extras, £395.—Val. 0140, 1744

1953 Austin A40 drop head coupe, blue and grey; 2395.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., 162050

W. 2. Pad. 3440, ex. 29-37

1954 Austin A40, ex. 29-37

PREMIER MOTORS, 295, Lewisham High St., S.E.13, 1826,

1954 dustin Somerset, one owner, excellent conHarberson Ro, S.W.12. Balham 2531.

1956 model A40 Cambridge saloon, magnificent,
1956 guaranteed; 2490; payments.—Vaughan, 17.

Astwood Mews, S.W.7. Fro 1319.

1951 dition, taxed year; 2570.—E. L. Mendel, Ldt.,
1959 Finchley Rd., N.W.5. Tel. Speedwel; 9831.

1951 example of this model; £415.—Roy's Autonobiles, Ldt., 127. Parkway, Regents Park, N.W.1.

Euston 2700/8894.

Euston 2700/8894. [C3058]
1953 model (registered November, 1952) and lights, wing mirrors, most immaculate, original tyres in excellent conditions 243-5070RS, Bleester Rd. Ayles-Bury, Busts. Tel. 4727. [C1094]
SMT —No deposit h.p. terms available on a vide port, Ltd., 58 Wilson St. Finsbury Sg., London, E.C.2 Tel. Monarch 7685. [C4157]

Tel. Monarch 7685. [CA157]
1954 440 Somerset, one owner, heater, reconditional form of the condition of the condition of the care that the condition of the care that the

age, one death of the death of

RCWLAND SMITH'S, the A40 buyers: highest cash prices — Hampstead High St., N.W.5. Ham. 6041. [W4018.4] BEST cash or exchange price.—Premier Mew-1936, BLewisham High St., S.E.13. Lee Green, 351. SMT.—Shepton Mallet Transport, Ltd., 58, Wilson St., E.C.2 (Monarch 7685), offer immediate cash for any make.

WARWICK WRIGHT, Ltd., offer:

1956 Austin A50 saloon, grey, heater; £545. WARWICK WRIGHT. Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:-

1956 Austin A50 Cambridge de luxe saloon, fitted heater and sliding roof, one owner, excellent condition; £560.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (C4009 1955 A50, grey, extras, outstanding example; £525.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019 1956 Austin A50 d/ saloon, heater, colour grey, one owner, engine 12.000 miles only, excelent: £555.—348. King St., Hammersmith, W.6. Riv. 2637-8.

2657-8. Austin A56 Cars Wanted

ROWLAND SMITH'S, the A50 buyers; highest cash
prices.—Hampstead High St., N.W.5. Ham. 6041.
(W4016)7. (W4016)7. BEST cash or exchange price.—Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051.

[W3095]

H. A. SAUNDERS, Ltd.

1957 Austin A55 de luxe saloon, blue, blue uphol 1958 stery, recorded mileage 16,973, heater; £735 1958 stery, recorded mileage 18,587, heater; £735 H. A. SAUNDERS, Ltd., 536-432, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). (C408/ R. HARDY & SON offer:-

1958 Austin A55 de luxe, Court grey, red uphol-tion throughout; £750.
1958 Austin A55, black, red upholstery, one owner, 1958 Austin A55, black, red upholstery, one owner, 18t., W.I. Hunter 0942.
J DAVY, Ltd., Austin agents:

1958 A55 de luxe saloon, duo blue, washers, reversing light, one owner, 5,000 miles, as new;

£760. 180 –184. Kensington High St., W.8. Western 7181 68, North Row, Marble Arch, W.1. Hyde 2311 [C1069] WARWICK WRIGHT, Ltd., offer:-

1957 Austin A55 Cambridge saloon, 2-tene blue upholstery, heater, 11,000 miles; £735 WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd. London, N.W.8, Cunningham 6050

1957 Austin A55, immaculate condition.—I 1957 Austin A55 de luxe, grey/lvory, superb con-REMIER MOTORS, 295, Lewisham High St. S.E.13. [C3063 1957 A55 saloon, Court grey: £725.—Odeon Motors, [C3028] WEYBRIDGE AUTOMOBILES of

1957 Austin A55 de luxe saloon, dual blue blue 16.000 miles, immaculate throughout; £745.
WEYBRIDGE AUTOMOBILES, Ltd. 30, Queens Rd, Weybridge, Surrey. Weybridge 2235, kt. 20,

1958 model (Oct. 1957) Austin A55 saloon, grey, 12,000 miles, one owner; 6695. GEORGE NEWMAN & Company, 369, Euston Rd., London, N.W.I. Eus. 4466. HEARSES? We are building deck/Bearer bodies on the A55 %-ton chassis; inspection invited.

A LPE & SAUNDERS (COACHBUILDERS). Ltd., Station Approach, Kew Gardens, Richmond 1161.

1958 Austin A55 de luxe saloon, blue, 9, as new throughout; £775.—Hale

1957 455 de luxe 2-pedal, grey, exceptional: £655, Croydon, Addiscombe 3066.

1959 (Feb.) Austin A55 Mark II, Farina grey, red uphelstery, 900 miles, as new; £800 or nearest offer; h.p. can be arranged.—East Horsley 3004. [1700]

oner; n.b. can be arranged.—East Horsley 2004. [17]
1957 (May) A55 Cambridge de luxe, radio and
1958 heater, 12,000 miles only, one owner; £700
1958 Austin A55 de luxe, 6,500 miles, Kinglisher
1958 hustin A55 de luxe, 6,500 miles, Kinglisher
1958 E725.—Tel. £439; Ford, 2, Fourth Ave., Wellinghorous

DECEMBER, '57, Austin A55 de juxe saloon, tweed grey, 11,000 miles, one owner, heater, when mirrors, taxed year, 3 months' guarantee; £725.—W. S. Downs, Ltd., Fudor 9784.

Downs, Ltd., Tudor 9784. I1476

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WANTED, brand new 1958 A55 de luxe, pre-Farina floor change.—24, Paget Rd., Wolverhampton. ROWLAND SMITH'S, the Austin A55 buyers; highest cash prices.—Hampstead High St., N.W.5, Hambert MANUMATIC, 1958, low or average milease, single colour, black preferred; must be perfect.—F. W. Cutts & Co., Chipping Campden, Glos. Tel. 213, 1987

1946 Austin 16 & 180.

1946 Austin 16 saloon, one owner, a fine reliable tral, N.W.4. Hendon 9111.

HEARSES, brochures available, we are building decks and bearers on the 16hp chassis; inspection invited.

invited
A LPE & SAUNDERS (COACHBUILDERS), Ltd.
A LPE & SAUNDERS (COACHBUILDERS), Ltd.
LSA LPE & Gardens, Richmond Hel.
1948 (Feb.) Austin 16 d/l saloon, black heater
leather, moderate mileage, exceptional condimersmith, works manager's enz. [195.—548, Ring St., Hammersmith, W.6. Riv. 2837-8,

WARWICK WRIGHT, Ltd., offer:-

1955 Austin A70 saloon, blue, heater; £445.

WARWICK WRIGHT, Ltd., 395, Edgware Rd., IC4137 N.W.2. Gladatone 0041. [C4137 1954 Austin A70, one owner, 25,000 miles.—L. F. Dove, Ltd. Woking 1282. [1991] 1953 (April) Austin A70 saloon, black, heater, silding roof, one owner; £548.—Orchard, 4, Norfolk Rd., N.W.8.

1953 A70 saloon, sun roof, black, radio, one owner; stock Hill, N.W.3. Swi. 4441.

AZ MOTORS offer 1953 Hampshire saloon, fitted loose covers, heater, spotless condition; £325. -Palmerston Rd., N.W.6. Mai 4725.

1954 Austin A70 Hereford saloon, black/beige, heater; £435,—Richard France, Ltd., 252-254

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A

£8

1952-3 Austin A70, radio, heater, extras, etc., excellent car, bargain; £549.—G. P. (Balham), Ltd., 2e. Balham Hill (100 yds. Clapham South Tube). Batt. 1107.

SMT-No deposit h.p. terms available on a wide range of vehicles,—Shepton Mallet Trans-port, Ltd.. 58, Wilson St., Finsbury Sq., London, E.C. Tel. Monarch 7685.

1952 Austin A70 Hereford saloon, really comfort-from overseas visitors; £335.—Petersham Garage, Ldd. 56, Gloucester Rd., London, S.W.7. Kni, 8567. [1797]

1952 A70 Hereford, heater, faultless condition.
3,500, steering, brakes, reconditioned, private, A.A. inspection welcomed; £335,—Tel. North-Weald Essa;
373.

275 gns.—Austin A70 1950 Hampshire saloon, leather, radio, heater, twin pass lights, excellent cobdition; choice of 2; terms, exchanges, list, open 97 week-days and Saturdays.—Rowland Smith, Hampstead (Ulamp.tead Tube). Hampstead (6041, [Col9

Wanted by private buyer, Austin A70 convertible, preferably Discher Buyer, Austin A70 convertible, SMT—Shepton Mallet Transport, Ltd., 58, Wilson Cash for any make. (Monarch 7685), offer immediate cash for any make.

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### USED CARS FOR SALE AND WANTED-SPARES AND

CAR MART, Ltd. OFFER with 6 months' guarantee. £625.—A90 Westminster, heater, reg. 1956. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039] H. A. SAUNDERS, Ltd. 1956 Austin A90 de luxe saloon, blue, beige uphol-stery, recorded mileage 6,005, heater; £995 H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092] 1951 A90 convertible, perfect, radio, heater, extras, 1951 A90 convertible, perfect, radio, heater, extras, 1951 A90 Atlantic saloon, black, biscuit interior, radio, exceptional condition; £345.—Mitcham 2976/7308.

AZ MOTORS offer 1952 automatic hardtop, hew engine recently fitted, really beautiful; £3751-Palmerston Rd., N.W.6, Mai 4723.

[Cloil 1956 —Wray Park Garage, Ltd., Reigate. Tel. 2265.

1956 Austin A90 saloon, black with heater: £575.— ford, S.E.6. Tel. Hither Green 3451. ford, S.E.6. Tel. Hither Green 3451.

1950 A90 convertible, white, new hood, extras 1950 £295.—Bradstock Motors, Ltd., Fairland [C109 1950 A90 Atlantic sports saloon, black, heater, Hunts. Hunts.

1951 (Oct.) A90 Atlantic hard top, radio, heater, many extras, new battery and tyres, immaculate; £345.—Sanderstead 2683. [1894 CAR MART Ltd.

OFFER with 6 months' guarantee, \$825.—A95 Westminster, heater, 15,000 miles, reg. CAR MART, Ltd., 320, Euston Rd., N.W.I. Euston [C1039]

OFFER with 6 months' guarantee,

£875.—A95 Westminster, heater, 13,000 miles, reg. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. H. A. SAUNDERS, Ltd.

1956 Austin A95 de luxe saloon, seal grey, red upholstery, recorded mileage 27,265, heater; H A. SAUNDERS, Ltd., 836-842, High Rd., North Finchey, N.12. Hilliside 5272 (8 lines). (C4092 R. HARDY & SON offer:—

1958 Austin A95 de luxe, tweed grey, green uphol-1958 stery, fitted radio, supplied and maintained by us; 2850.—52-55, Marylebone High St., W.1. Hunter 1942.

TOM GARNER, Ltd., offer:-

1957 Austin A95 Westminster, grey/cherry, heater, Compared to the Compared to

WEYBRIDGE AUTOMOBILES offer:-

WEYBRIDGE AUTOMOBILES offer:—

1958 Austin A95 saloon, court grey with red flash, red interior, 9,000 miles, taxed December 1859, immaculate throughout: £895.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Eurrey. Weybridge, 2235, extn. [C4094-1].
1957 Austin A95 de luxe Westminster saloon, one MILESTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bezileyheath. Tel. Erith 2469 & 2623, 1820.

A95 de luxe, grey, red flash, radio, heater, screen washer, undersealed, etc., November 1958, 4,000 miles; £945.—Keetch, Mablethorpe 2182. [1964].
1957 (Nov.) Austin A95 Countryman, grey, 12,000.
1978 Tham, Surrey. Tel. 6282. [C1135].
111 Austin 1958 A95 Countryman, as new; £1,045.—Pedigree Estate Cars, 340, Euston Rd., N.W.I. Euston 7889. [C3093].

Pedigree Estate Cars. 340. Euston Rd. N.W.1. (C3093)
1957 A95 de luxe, radio, heater, grey, red, for sale by sole owner at £795; taxed year.—
1958 Austin A95 Countryman S. Ring Mr. (1708)
1958 Austin A95 Countryman S. Ring Mr. (1708)
1958 Sept. Austin A95 Countryman out grey with red interior, a very low mileage one owner ari n excellent condition.—Tel. Mr. Fairclough, Wessex Motors, New St., Salisbury. Tel. 3275. (C4087)
A USTIN A95 1957 automatic, beautiful condition, Amany extras, works maintained, low mileage one owner extras, works maintained, low mileage appearest £790; terms arranged.—Willetts. Wheway Optical, Barr St., Hockley, Birmingham. (1624)
AUSTIN A95 Countryman required, cash payment—Greenways, Si, Airestord Rd., Winchester, [W4087]
GEORGE NEWMAN & Company require for cash low mileage Austin A95 cars.—S69, Euston Rd. London, N.W.1. Eus. 4466 (12 lines). [W3023]

CAR MART, Ltd. AUSTIN 105

OFFER with 6 months' guarantee.

£895.—A105 saloon, heater, auto., 17,000 miles.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston, [C1039]

1956 Austin A105 saloon overdrive, one owner, pass & JOYCE, 184, Great Portland St., W.1. Museum 1001.

H. BEART & Co., Ltd., offer:-

1957 Austin Alo5 saloon, automatic gear box, grey washers, etc., cne owner, superh condition; £975.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3548. CLBORNE BROS., Ltd., offer:-

1958 A105 Vanden Plas de luxe saloon, dual grey, fully automatic, heater, washers, whole car as new; £1,295.—Lady Margaret Rd., Southall. Waxlow 1891.

THE CATERHAM MOTOR Co., Ltd., offers:-

1958 Austin 105 saloon, court grey and blue, over-drive, heater, etc.; £965. THE CATERHAM MOTOR Co., Ltd., Caterham 4242.

595. other, very carefully used, radio, heater, wasners, 295. depending on the care available.—Write for fully descriptive priced catalogue.

CAMDEN MOTORS.

Testricted hire purchase terms. Exchanges, [Clo35]

1958. A105, just one year old, under 10,000 miles, carefully rus in an serviced from new, due before the control of the contro

GEORGE NEWMAN & Company require for cash low mileage Austin A105 Cars.—369, Euston Rd. London, N.W.I. Eus. 4466 (12 lines). [W3025 CAR MART, Ltd.

OFFER with 6 months' guarantee.

£1150—Al35 Princess saloon, Mark III. radio, CAR MART. Ltd., 520, Euston Rd., N.W.I. Euston 1212.

H. A. SAUNDERS, Ltd.

1956 Austin Princess saloon, black, beige uphol-stery, recorded mileage 43,988, heater, spot

lamp; £965.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North
Finchley, N.12. Hillside 5272 (8 lines). [C4092 GREENHILL MOTOR Co., offer:-

1955 (Dec.) Austin Princess touring limousine electric division, black, immaculate at new; £975.—Marsh Rd., Pinner, Middx. Pinner

new; £975.—Marsh Rd.. Pinner, Middx. Pinner, 1988.

CAMDEN MOTORS for Austin Princess and Sheer-line limousines, see below:—

Cinc May long wheel base Sheerline limousine 1952 (May) long wheel base limousine sheet previously used entirely for private motoring, the original coachwork and interior are in beautiful condition, the car has done a very modest mileage most carefully and a fully and chromed rim trims, offered with a six months' written guarantee at £1,295; choice of three 1951 models from £284.

1954 Princess long wheel base limousine similarly out, full width occasionals, late proposty with the princess long wheel base limousine similarly out, full width occasionals, late proposty wheel with the princess long wheel base limousine similarly wonderful condition: £1,395.

CAMDEN MOTORS, The Limousine Specialists, can consider the purchase terms. Exchanges. Can Den MOTORS, The Limousine Specialists. Can can be supported by the purchase terms. Exchanges. Plant. Unrustricted hire purchase terms. Exchanges. Plant. Unrustricted hire purchase terms. Exchanges. Lid. A125 and A135 L.W.B. seven-passenger lidges.) Mayfair 2941 limousines. Purchased). Hearsess? We are building deck and beavers on the Princess and Sheerline chassis. Inapection invited. ALPE & SAUNDERR OF SAUNDERR, Richmond 1161. [C1102]

A USTIN Princess saloon, 1956 model, in immaculate condition, radio, etc.; £1,125.

A USTIN Princess saloon, 1956 model, in immaculate condition, radio, etc.; £1,125.

SPINK, Ltd., Daimler House, Poole Hill, Bournemouth. [1866] 1951 (July) Austin Sheerline, black, tan leather, radio, heater, sun roof, privately owned.

taxed: £325.
THE BLACK HORSE GARAGE, 174-176, Sheen Rd...
Richmond 6441. [C1116 1956 (Sept.) Austin Princess Mark III, one owner, chaufieur kept. low mileage, immaculate

car: £1.165.

TAYLOR & CRAWLEY, 42a. South Audley St., trance Adams Row), Mayfair, W.1. Gro. 68

TAYLOR & CRAWLEY, 42a. South Audley St., (entrance Adams Row), Mayfair, W.I. Gro. 6881.

AZ MOTORS offer 1951 Sheerline. really beautifully kept, exceptional value; £3451—Palmerston R. 1945.

N.W.6. kept, exceptional value; £3451—Palmerston R. 1945.

N.W.6. kept, exceptional value; £3451—Palmerston R. 1945.

L. 252 recent property of elderly gentleman, chauffeur maintained, never driven above 40 m.p.h., superboundition throughout; choice of 2 others.

L. AMBS OF WOOD GREEN (Established 1897).—100

L. Cars; written guarantee; exchanges; easiest terms. 1942. 425. High Rd., Fischley. Finchly 6522. (C222. 1953) taxed Dec., unmarked condition throughout; exchanges; easiest lemas. 19550—Grey Hall Hotel, Hemingford Grey, Hunts. St. Ives (Hunts) 2281.

1956 (Sept.) Austin Princess Mark III, one lights, twin wing mirrors, inmaculate condition. 21.195.—Elimides Motors, Ltd., Kingston By Guora 1950. Saioon, black, sliding head, beige leather, radio, heater, excellent condition; writern guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).

A LPE & SAUNDERS, Ltd., require L.W.B. Limousines and Saloons in above average condition.

A&S (Ltd., Providence Court. North Audley Stress
Seven-passenger Princess L.W.b. limousine required;
Seven-passenger Princess L.W.b. limousine required;
Seven-passenger Princess L.W.b. limousine required;
Basilmum price paid.—Jack Alpe, 50. Marylebone
High Seven-passenger Princess L.W.b. limousine required;
Basilmum price paid.—Jack Alpe, 50. Marylebone
High Seven-passenger Princess L.W.B. Seven-passenger Princess L.W.B. Limousine required at once; details please, to H. F. Edgest, 28-54. Upper High St., Epsom, Surrey. Epsom 5611.

W2001

AUSTIN HIRE CAR WILCOX & Co. of Northolt.

WILCOX & Co. of Northolt.

1949-51 Austin hire car, replacement engine, 170m £495.—Viking 2874. 13-seate (\*C4152\*\*)

1848-51 Austin hire car, replacement engine, 170m £495.—Viking 2874. 13-seate (\*C4152\*\*)

1848-51 Austin hire car, replacement engine, 170m £495.—Viking 2874. 13-seate (\*Omnitorial Commoultane)

1848-51 Austin hire car, and 18-seate (\*Omnitorial Commoultane)

1851 Fridges.) Mayfair 2941.

1852 Camdes. Motorial for immediate use including this weeks special offer:—

1950 (September) Hire car 4-door 16h.p. limousine overhaud in very very clean condition, engine extensively overhaud in very very clean condition, engine extensively every covers, heater density, the for immediate use including this very very clean condition, engine extensively every covers, heater density, clean condition, engine extensively exte

A&S Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941, [W1006]

NORMAND, Austin Spares and Service

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. A USTIN spare parts.

STOCKS for all models, cars and trucks.

S G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New [0374] R Service.—13-19, East 1 Cross 4444. THE CAR MART, Ltd.

Cross 4444 [0374, R. [0374

RAYMOND WAY offers: 1958 Austin-Healey 100/6 in two-tone black and 3,4-seater mileage only 8,000; originally supplied by us to one careful owner, fitted with overdrive, road speed tyres and wire wheels, taxed for the year; represents a considerable saving off the list price; 999ens. 300 first-class cars to choose from.—Hawmond Way Motors, Kilburn, N.W.6. Maida Vale 6044.

RROADWAY MOTORS, Hounslow, offer:-1959 Austin-Healey Sprite sports, finished in blue.

2,000 miles only, host of extras, cost £920.

2,000 miles only, host of extras, cost £920.

East Tube). Middx. Hounslow £203.

1954 Avstin-Healey, immaculate throughout, 4 new
Austin-Healey, immaculate throughout, 4 new
Austin-Healey 100, 1955, never raced, immaculate
red. extras; £625.—Bramley (Surrey) 2457.

A USTIN-HEALEY 100, 1955, never raced, immaculate red. extras; £625.—Bramley (Surrey) 2457. [1932]

S COTLAND: The Hillhead Automobile Co., Ltd. [1]
6666 or 6576. The Austin-Healey specialists. [10258. R

USTIN-HEALEY BN6, wire wheels, R8 tyres and extras, only few months old, new condition; £1,085, -Rudds, 4), High St., Worthing 7773-4. [1975]
100/4 1955 model, green with green leather. Ri-field overdrive, immaculate condition; £625.—How \$50,77.
1957 Austin-Healey 100/6, ice blue, overdrive, time wheels, speed tyres, Le Mans lamps, heater, etc., year's tax; £835.—R. Crundwell, Seafoud 2600.

AUSTIN-HEALEY

1958 Sprite, green, taxed, 2,000 miles only, and never raced, rallied or crashed; £645.—J. McKechnie, Fairfields, Red Marley, 610 ct. £645.—J. McKechnie, Fairfields, very weil maintained; £650 or near offer.—Dawnier Motors, £1d. £650 ct. £650 ct. £645.—See Edition of the fairfield sp. £645.—See Editio

de Son, Ltd. Unterest st. 1100 1955 screen wash, lusuage rack, spot and for 1smps, etc., hard and soft top, kreen interior, 2 owners: £640.—Wheelers (Newbury), Ltd. Tel. Newbury 1020, 103125.

1959 (March) 100.6, as brand new, in ice blue, tyres, radio, heater, washers, 6-port head, twin exhausts, tonneau cover, special mirrors, luggage rack, 800 miles only, cost over £1,450; now £1,252; A "Sports wick 7871-2-3.

645 ns.—Austin-Healey 100 September 1955 super lights, screenwashers, Michelin X. excellent condition: written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4019

1957 Austin-Healey 100/6 sports occasional four-ivory with blue Vynide hood and leather interior to match, sliding screens, chromed luggage rack, wind-screen washers, heater, very moderate mileage, won-derful mechanical condition with breath-taking per-formance; £895.

450 other cars available.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. open Sundays 10 a.m. to 1 p.m. Unrestricted hire purchase terms. Exchanges. [C1035]

Austin-Healey Cars Wanted ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

SPRITE wanted, preferably blue, by private buyer for cash; please write full details.—Box 3218. [1260 BARTLETT.—Consult us before selling or exchanging your Austin-Healey.—27, Pembridge Villas, W.11.
Bayswater 0523. (W1013 Bayswater 0525.

LOW-MILEAGE Austin-Healey 100/6 and Austin-Healey Sprites wanted.—Hillhead Automobile Co., Ltd., 11 Gibson St., Glasgow. Tel. West 6566-6576.

WANTED! BN1 or 2, details please, and price refor the right car.—Jones Garage, Syston, Leiceste Syston 2257.

BEDFORD 12-seater "Buseite" by Marshall Brothers of Cambridge, supplied new by us in July, 1958, has had very careful usage since new, immaculate inside and out, heater, fog light and underseal; £475. Also a 12-seater Bedford Kenex Utility 1958 series;

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BENTLEY (31-, 41-litre and New 41-litre)

M CAR MART, Ltd.

OFFER with 6 months' guarantee.

£5250 —Bentley S type saloon, radio, heater, CAR MART, Ltd., 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5434.

LEC
1937 Bentley 4½-litre, HK series, with drop head
coupe body by James Young, full mechanical
history costing £540, colour latest markers' shade
of sand over sable: £750; terms, exchanges.—The
Lorraine Eng. Co., Ltd., 29-30, Elwaston Mews, Queens
Gate, S.W.7. Knightsbridge 6861-2-3. BOORERS.

1957 Bentley Continental saloon by H. J. Mulliner, 24,000 miles, synchromesh, as new.—Boorers Garage, Worthing 5467. MANN EGERTON.

1957 Bentley H. J. Mulliner Continental sports saloon, finished in metallic grey with red hide, 8.0:1 compression ratio, synchromesh gear box, 17.000 miles only; immaculate condition; £5650.

14. Berkeley St., W.I. Hyde Park 2075.

PB. Ltd., offer:—
1952 4½-litre standard steel saloon.
PADDON BROS. 60, Cheval Place. South Kensington, S.W.7. Kensington 9477
H. C. PAUL, Ltd.,

1954 Bentley H. J. Mulliner Continental saloon, black, light biscuit interior. 41,000 miles, synchromesh, in very exceptional condition throughout:

45,590. Bentley II type big boot saloon, black, red
1950 interior, exceptional condition: £1.875.
Bentley standard steel saloon, grey, excellent
ley Sq. W.J. Mayfair 0821/2. Bruton Place, Berke-SIDNEY MARCUS, Ltd.

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TACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

ARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). JACK SMITH offers:-

1954 Bentley R type automatic saloon, black grey, 254,000 miles, exceptional condition throughout: £2,425.

1950 Bentley Mark VI, duo green/brown hide, cellent condition, maker's history; £1,072, Bruton Place, Berkeley Sq. London, W.I. May 0661.

HAROLD SMITH, Ltd.

1952 R-type SS saloon, black with red leather, above average condition; £1,875.
1949 (Dec.) SS saloon, tudor grey, blue interior, outstanding car for the year; £1,075.
1948 SS saloon, two-tone green, modified high-every part of this fabulous car has been renewed for one fastidious owner; £1,550.
1939, overdrive, Park Ward two-tone grey; £695.

1936, overdrive, Pair ward two-tone grey, 2005.

1936 bit hold ward saloon, grey with blue leather, comprehensive below of chassis in excellent condition;

WE are one of the largest repairers of Rolls-Royce and Bentley cars in Central London and you are invited to inspect our spacious workshop fitted with the specialised equipment required for the overhaul of these vehicles; a visit to us will convince all owners of the care and attention given under the personal supervision of our fully qualified Rolls-Royce engineers; please send for our comprehensive brochure.

120-131, Park Rd., N.W.8. Tel. Paddington 4295.

[C4156]

KNIGHTSBRIDGE offer:-

A SUPERLATIVE Bentley S-type saloon.

1958 (May), grey cellulose and blue hide, one titled owner, power steering, 8-1 compression, 4,000 miles only; 25,550.0.

1, Roberts Mews, Lowndes Place, S.W.1. Sloane (C2036)

R USSELL MOTORS offer:-

1939 overdrive saloon de luxe, one of the remain.
Sloane 9288.
G. S. HALL, Ltd., offer:—

S SERIES standard steel. 1956 (November), grey, 25,000 miles, one owner; £3,995,—302-306, King St., W.6. Riverside 2881. [C2100 FRANK DALE, Ltd., offers:

1934 315 R.C. James Young saloon. bills £600; GOD Mark VIs urgently wanted.—54, Bathurst Mews, Paddington. W.2. Paddington 5667.

WESSEX MOTORS, Salisbury. OFFICIALLY appointed Rolls-Royce and Bentley re-

Tailers.

1954 Sentley Continental with Mulliner sports
1954 saloon body, 54,000 miles, inished blue with
beige upholstery, an extremely attractive car in excellent condition; price £3,600.

PRONE Mr. Moules, Salisbury 3275.

HAROLD RADFORD & Co., Ltd.

1955 (May) S-type, 2 owners, 44,000 miles, duo green; £3,450.—Kensington 6642. [C4147 TAMES TAYLOR AUTOMOBILES.

RETAILERS and repairers Rolls-Royce and Bentley cars, offer a selection of used but reconditioned

1956 Series Bentley S type automatic, 2-tone grey, and radio and heater, 18,000 miles only, just as

1950 radio and neater, 18,000 miles unity, 100 mer. 25,395 les Bentley Foursome d/h coupe by Park beautiful condition throughout: £1,595.

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1950 Bentley Mk. VI 2-door saloon by James Young as new £1,1050 et al. (1950 per saloon by James Young as new £1,1050 per saloon by James Young as new £1,1050 per saloon by James Young as new £1,1050 per lift saloon by James Young as new £1,1050 per lift per lift saloon by James Young as new £1,1050 per lift per li

MASCOT MOTORS, Ltd., offer:-1947 standard steel saloon, black and blue, blue leather, full flow engine, overhauled.
237, Kensal Rd., W.10. Ladbroke 1231-2. [C3007]

BRANCHES in London, Hollywood, U.S.A.

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ENGLAND'S finest selection of pre-war Bentleys, all immaculate and guaranteed.

1 open 4-seater tourer by Vanden Plas, built in 1936; this is one of the last 4½ Bentleys ever built and has had one owner since new, concours condition throughout and a real showplece.

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1 sports saloons, choice of 2 immaculate examples.

NEW h.p. terms from 10% dep., bal. 5 years.

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C. P. BROUGHTON & Co., Ltd.

S. P. BROUGHTON & Cars.

OFFICIAL retailers Rolls-Royce and Bentley cars.
Comprehensive range of used Rolls-Royce and Bentley cars (1947/58), all with 12 months' guarantee, always in stock.

S. P. BROUGHTON & Co., Ltd., Grove Garage.
Cheltenham, Tel. Cheltenham, 5574-5-6.

[0354/R] R. S. MEAD (SALES), Ltd., offer:-

R. S. MEAD (SALES), Lett., vucs.—

1955 Bentley R-type saloon, automatic, black pearl/shell grey, red leather, one owner, 42,000 miles only, excellent car; £2,750.

1952 Bentley Mk. VI saloon, duo grey, grey leather, 1953 Bentley Mk. VI saloon black/brown, 4½-litre, thill flow modification, 2 owners, total milesage 56,00, good tyres; £1,475.—R. S. Mead (Sales), £1 WEYBRIDGE AUTQMOBILES offer:—

1951 Bentley Mark VI saloon, grey-over-champagne, beige hide, full history, full-flow conversion, £1.375.
1958 (March) Bentley S standard saloon, sand over salot beige hide, 12,700 miles, immaculate

condition; 24,950.
WEYBRIDGE AUTOMOBILES, Ltd.. 30. Queens Rd.,
Weybridge, Surrey. Weybridge 2235, Ext. 20.
[C4024

B. J. HUNTER, Ltd., Austin agents, offer:-

1950 Bentley 414 saloon, chauffeur maintained, by J. HUNTER, Ltd., 22, Cricklewood Broadway, C2040 DENHAM MOTORS (EAST MOLESEY), Ltd., offer:—

DENHAM MOTORS (EAST MOLESEY), Ltd., offeri1953 (late) Bentley R, type T.N., big boot, finished
in grey and silver, low mileage, radio, heater,
seat, covered and silver, perfect history, as seat,
24250.—Molessy 5485.
1949 (cotober) Fentley Mark VI, grey, 2-tone,
1949 (good history; £875.
1940 (Cotober) Fentley Mark VI, grey, 2-tone,
1940 (Cotober) Fentley Mark VI, grey, 2-tone,
1941 (Cotober) Fentley Mark VI, Grow,
1942 (Cotober) Fentley Mark VI, Grow,
1943 (Cotober) Fentley Mark VI, Grow,
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1947 (Cotober) Fentley Mark VI, Grow,
1948 (Cotober) Fentley Mark VI, Grow,
1949 (Cotober) Fentley Mark VI

CHARLES POLLETT, Ltd. officially appointed [C0056]
CROVE and Bentley retailers and repairers. of olls1955 door sports saloos by Hooper, colour velvel
green with green upholstery, one owner, this car is
in exceptional condition throughout and is offered at
the most reasonable price of £3.950.
SHOWROOMS: 18, Berkeley St., London, W.I. Mayfair 2666.

The most reasonable price of the property of t

PRIVATE 1952 4%-litre, immaculate condition: £1,375.—C. D. Bland, Walton-on-Thames, Surrey,

NEWBURY MOTORS (WORCESTER). Ltd., official retailers and repairers of Rolls-Royce and Bentley cars.—Poregate St., Worcester. Tel. 2561. (C3146. 1955) Bentley 8 series, 31.000 miles. St., Farnham, Surrey. Tel. 48734. Downing. (C2110. 1951) Response of the Royce of Royce of

1937 Bentley 41,-litre saloon, black with tan in-terior; £495.—Windovers, Ltd., The Hyde. Hendon. Colindale 4031.

1936 Bentley 41/-litre, aluminium Park Ward body in brilliant original condition; 465gns.—
Spicers Car Sales. Tel. Hitchin 2037. (C4131 1956 (July) Bentley S Series standard saloon, sand two owners; £3,650.—Box 3327.

1953 Bentley S.S. R type, 2 owners, exclusively maintained by Bentleys; £1,785.—George Fitt Motors, Whitstable 2244. BENTLEY 314-litre Park Ward saloon, fitted with heater; £195.—10, St. John's Rd., Hove. Tel. 1882

Hove 39580. [1882]

R. OWEN, Ltd., official Bentley retailers, offer Rolls-Roy Cans: large selection of used Bentley and Rolls-Roy Cans: Series saloon, P.A.S. 8 to 1 comp., shell grey and black pearl with red hide, 8,458 miles; £530.

1957 with blue hide, 15,959 miles; £4,750.

1956 grey with red hide, 27,951 miles; £5,350.

1957 maroon with off white hide, 49,943 miles; £4,150.

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1953 R type saloon, black with tan hide, 26,964
1952 miles; £2,950.
1952 Mark VI drop head coupe by Park Ward.
25,550 black and grey with green hide, 61,599 miles;

17. Berkeley St., London, W.1. Mayfair 9060. EDWARDS & Co. (BOURNEMOUTH), Ltd... Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock.

£2750.—Bentley 1955 (Feb.) R type autor in superb condition, literally unmarked, 47,000 ml Hazell's Garage, Chesham Rd., Amersham. 1277

1935 Bentley 314-litre drop head coupe, black offers.—Elliots (Newark), Ltd., Sleaford Rd., Newark. Tel. Newark [1674]

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### USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
1950 Bentley Standard Steel saloon in magnificer
Harry Martin, 25, Devonshire Place Mews, W.1. Wee [C3092 beck 3294. [C3092]

1950 (July) Mark VI standard steel, duo column, service history, engine overhauled; £1,125.—Elmbridge Motors, Ltd., Kingston By-Bass, Tollworth, Elmbridge 2254. [C408]

1952 Bentley saloon, big bore, superbly maintained green, 71, Gayton Rd., Harrow, Middx. Tel. Harrow, 279. 1937 Bentley Vanden Plas drop head, fitted radio, heater, screen washers, new hood fitted last year, in first-class condition, colour black, history obyear, in Inst-cases commission, colored smeal, second single, statistically statistical statis Palmers, Russell Garden Mews, Kensington, CS034
1955 Bentley R type standard steel saloon, 35,000
1955 Bentley R type standard steel saloon, 35,000
1955 Bentley R type standard steel saloon, 35,000
ariginally by us; £2,700.—E. D. Abbot, Ltd., Farnham, Surrey. Tel. 6282. Ward saloon, black, sage green upprocessed type of the saloon, black, sage green upmechanically perfect; £375; exchanges and terms.—
Bowmans of Croydon, Uplands 5784.
1950 by James Young in sand and sable unmarked
brown hide interior, radio and heater, original condition throughout; £1,35.—GMOBILES, Bentley Rouse,
Fincon Rd., Worthing, Sussex. Findon 3022.
1953 Bentley R type TN series, moderate mileage,
full history available; £1,525.—Percy D. Sleeman.
Ltd., 91, Cowley Rd., Oxbridge, Middx. Tel. 50,778.

1954 (April) Bentler R-type, automatic, wivet upholstery, fitted radio, heater, etc., a very beautiful example.—Francis Motors. 393, Humberstone Rd., Leiester. Tel., 8650.

1948 (Oct.) Standard steel saloon, aero silver, 2stepton in the vehicle accept £956, or exchanges.—Simpson's Motors, Camborne, Cornwall. Camborne. 2001 2273.

5201 2273. Motors, Camborne, Cornwall. Camborne [1825]
1955 Bentley R type Mulliner 4-door sports salcon radio, in excellent condition; £5,600.—Saul & Slatter, Ltd., 44, Aldermans Hill, Palmers Green, N.15. Foxiane 1066. [1816]
1955 Bentley Mark VI salcon for past year, extensively overhauled, maintained in superb condition, used daily, undoubtedly the finest Lands of the care, extensively overhauled, maintained in superb condition, used daily, undoubtedly the finest Lands of the care, writtens were care.

for past year. extensively overhauled, maintained in superb condition, used daily, undoubtedly the finest of the past year. Extensively overhauled, maintained in superb condition, used daily, undoubtedly the finest of the past of the

Bentley Cars Wanted
BENTLEY cars, all types required.

A LEX COWLEY (AUTOMOBILES), Ltd., Euston (W1186)
CASS'S MOTOR MART require good Bentleys.—5,
CWB Warren St., W.1. Euston 4110, 3523. [W1040]
DUNCAN HAMILTON & Co. ursently require postwar Bentleys.—33, High Rd., Byfleet 3101, [W1091]
Cash press.—Hampstead High St., N.W.3. Ham.
6041, ... W4018/R
DXHAMS GARAGES, Ltd., buyers of low mileage
up-to-date Bentleys. Fishergate, Preston, Lancs.
Tel. 4242 and 4245. [0836/R
A RNESTON MOTOR Co., Ltd., 28, Albemarls St.. ARNESTON MOTOR Co., Ltd., 28, Albemarle St., W.I. wish to purchase recent model Bentleys.—
Hyde Park 9323. Hyde Fark 9323.

JACK COMPTON. Ltd., require to purchase pre-war Bentley cars.—80. High St., West Norwood, London. S.2.27. Gipsy Hill 3265.

PRIVATE buyer requires Mark VI Bentley 1951./52 also (black). low mileage and good history essential.—Full details please Pox 3053.

GEORGE NEWMAN & Company purchase for cash post-war Bentley cars.—369. Euston Rd. London, N.W.1. Eus. 4466 (12 lines).

WEYBRIDGE AUTOMOBILES, Ltd., official re-retailers, attractive prices paid for low-mileage post-war Bentley cars.—Queens Rd., Weybridge, Tel. 2233.

A TTRACTIVE price offered for really excellent post-war Bentley (special bodywork preferred): please advise details.—H. F. Edwards, 28-54 Upper High St., Epsom, Survey. Epsom 5611.

Bentley Spares and Service

JACK BARCLAY (SERVICE) Ltd See page 86.
[M1082/R

CHARLES FOLLETT, Ltd. officially appointed repairers, spare parts, etc.

PARNSDALE Yard, on Eagin Ave., W.9. Cunningham 5936-7-8

D ham 5936-7-8 (0593/R.

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A LL spares, new and secondhand, for all post-war Rolls, Bentley cars; all repairs and service; specialists in the repair to damaged engines.—Compton, 69, Westow St., Crystal Palace. Tel. Livingstone 3562.

MPHW for all miniature cars, new and used.—
S6. Goldsworth Rd., Woking S231.
[C3156] BERKELEY

RNESTON MOTOR Co., London distributors. Show-rooms' 28, Albemarie St., London, VI., Spares and service, Steel's Rd., Haverstock Hill, N.W.3.

B.M.W. 521 model, l.h.d., sports saloon; E250.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110

St., Farnham, Surrey. 1et. 4012-7.

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MPHW for all miniature cars, new and used.—

New Medical Park Ave., W.11. Park

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GEORGE CLARKE pay most. Tul. 3211.

PRIDE & CLARKE—best buyers.—Brixton 6251.
[W3068]

BORGWARD

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ETCALFE & MUNDY, Ltd., sole concessionaires.

TS75 coupe de luxe, 1958 model, immaculate dual tone coachwork and in very good condition throughout, many extras; £1,475.

TS75, November, 1958, 1,600 miles only, unusual circumstances enable us to offer this almost new car, fitted with radio, at £1,215.

TS75, December, 1957, low mileage, fitted many out: £1,095.

out: £1.095.

TS 75 de luxe, 1957, an immaculate example of tyres; £1.095.

TS 75 des desirable model, fitted new Michelin X tyres; £1.095.

TS 75 desirable model, fitted new Michelin X tyres; £1.095.

TS 75 desirable model, fitted new Michelin X tyres; £1.095.

TS 75 desirable model, fitted new fitted with a new engine and new tyres, immaculate pale grey coachies and the fitted new tyres, twin £1.095.

TS 75 desirable model, fitted new tyres, twin exhausts and Koni shock åbsorbers, numerous other extras, including floor gear change; £95.

TS ABELLA Combi estate car, July, 1958, a very low mileage example in metallic blue with red trim, very good condition throughout and now offered at LL the above cars have been passed through our Stonair's guarantee.

£1.15.

A LL the above cars have been passed through our A LL workshops and are now offered with full concessionaire's guarantee.

PART exchanges welcomed and confidential credit terms arranged.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., London, S.W.5. Fre. 3241-2. [C3064]

L. H. SPRING & Co.

JULY 1957 Borgward TS 75 saloon, grey, blue in-terior, beautiful condition: £985.—Friern Barnet Garage, Colney Hatch Lane, N.11. Enterprise 7687 [C4149]

BORGWARD in Yorkshire.

QUALITY used cars.

1957 Borgward TS, one owner, 2-tone blue, nominal mileage; £1,025, 1956 tion, any trial; £895 Borgward 60, Madeira grey, very sound throughout; £695, 1954 (Dec.) Borgward 60, Madeira grey, excellent UNION GARAGE,

HORBURY Rd., Wakefield. Tel. 2193.

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THE Midlands' leading specialists for-

BORGWARD cars, estate cars and coupes; trained mechanics, spares, accessories. Distributors for Bosch and Hella Electrics. Distributors for Continenta tyres. Used Borgward cars often available, send for

BLACK & WHITE GARAGES.—Tel. 531 and 251
BHATVINGTON, EVESHAM. Part exchanges, hire purchase, insurances. Open all week-ends.
GUY SALMON AUTOMOBILES offer:—

1958 (March) Borgward Isabella coupe white. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

HENLYS offer with 4 months' guarantee:-1955 Borgward Isabella, 2-door saloon, radio, mar-oon and bronze with red interior; £745. HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W. Jl. Finchley 0081/8782.

REG. TIMMS, Beds & Bucks distributors, offers:-

1958 TS 75 saloon, dark grey and red int., heater, tained from new (first regd. August, 1958). 10.00 miles only, cost £1,460; offered £1,145.

TW saloons and estate cars available in May; h.p. 10 and part exchanges. 16. North St., Leighton Buzzard, Beds. Tel. 2561/ [C-1140]

10 2396. ICLIAN 1956 Borgward Isabella Combi estate car, metallic car, set of extras; £845. WEST STREET MOTORS (CROYDON), Ltd., 6-7, Dingwall Rd., Croydon, Tel. Croydon 9511, [1458]

1958 Borgward Isabella Combi. low mileage, im-maculate condition; £1,085.—A.A.C. Cars. Worthing 30212.

R ODNEY HOWARD & Co., Ltd., sole London distributors for Borgward, offer all new models from stock including.

1958 model T875 coupe, red and white, brown and stock, including:—1875 coupe, red and white, brown and white interior, Abarth exhaust, spot lamps, nominal mileage; 21,495.

1958 Borgward 2400 saloon, silver grey, 2-tone rearly 2,500 and white interior, 7,000 miles, coated and the saloon and

\$1,155 model Borgward T875, 2-tone green and 1957 white with blue interior, fitted radio, heater, spot lights, etc., engine recently overhanist, in first-class condition; £1,045.

1957 interior, nominal mileage, host of extrasavanlable shortly; £1,05, frey with red interior, fitted radio for the condition of th

1750 radio, etc., one owner, outstanding conductor in roughout; £975.

DEMONSTRATIONS anywhere, any time; hire purpose the conductor of the co

1957 (July) Isabella T875 de luxe, one owner 6328 mineace, twin spotlights, Michelin X tyres, immaculate condition, 21,060,—Embringe Motors, Ltd., kingston By-Pass, Tolworth. Embridge 2254, [C305] 1957 series Borgward T875, back with red upholatory, condition, 25,000 miles genume, supers condition, Prancis Motors, 593, Humberstone Rd., Leicester, Tel. 68504.

66504.

BORGWARD Hansa diesei estate car 1954 (Nov.).

many extras incuding radio, a remarkable car in relly beautiful concition; part exchanges, terms.—
Stocombes, Ltd. 38-52, Duoqen Hill Lane, N.W.10.

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[1720]

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1952-3 Chevrolet de luxe. 2-tone, extras; £500 o.n.o.—Ames, 80, Talbot Rd., W.2. [1716 1952 - O.n.o.—Ames, 69, Talbot Rd., W.2. [1716
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[158]

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Hendon. Colindale 4031.

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1954 (June) Daimler Century saloon, black with brown leather, really beautiful car throughout, taxed for the year; £635; part exchanges welcomed

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worth 2151. [0191/R]

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FACEL VEGA

1959 series Facel Vega 500K, right-hand drive, disc feur kept. unmarked: £3.750. WOKING MOTORS (MAYFURY HILL). Ltd. Wok-ing, Surrey. Woking 4277.

A NTHONY CROOK, Fiat distributors,—Consult us at once for a new or used Fiat; all models on view in our 100-car showroom.—The Roundabout, Hersham (Tel. Walton-on-Thames 687). 20 minutes Wateriloo.

ECI

1958 (September) current model 1200 Grande Luce also also no. 5,000 miles only, absolutely indistinguishable from new, cest over £1,200; £965, Rd., EUROPEAN CARS, Ltd., 129, Old Brompton Rd. S.W.7. Fre. 7711.

S.W.7. Fre. 7711.

S.S. MOTORS offer:—

S.S. MOTORS offer:—

S.S. MOTORS Fiat agents,—All new models from stock—See below.

MOTORS—Fiat 600, special tuning accessories, exhaust systems, carburettors, manifolds and sumps, etc.; send for list.

S.S. MOTORS.—See next week for used Fiats,

S&S MOTORS, Fiat official agents, service units and spares.—18, Leinster Terrace, W.2. Pad. [C4050]

HUXFORD & SON, Ltd.

1956 Fint 1400 saloon, first registered 1957, srey us for details of Fiat 600 Multiple Al-service van.—West St., Portchester, Hants. Cosham 70222-5. Fiat distributors and enthusiasts.

DEERLESS MOTORS offer:-

1955 Fiat 600, grey; £395.—Bath Rd., Slough, 11509

HORNBY PARK MOTORS offer:-

1958 600 saloon, nomina! mileage; £525

1957 1100 saloon, dual colour; £625.

1936 500C Belvedere estate car. a little beauty; 1955 425.
1955 dition, most desirable: £525, 500C convertible, lovely little car and most economical; £255, exchanges, satisfaction guaranteed.

HORNBY PARK MOTORS, Fiat Distributors, Black-fo2083

MAYFAIR GARAGES, Ltd.—London Fiat centre.

MAYFAIR.-1956 1400 B de luxe saloon; £625.

MAYFAIR.-1957 1100 Millecento; £605.

MAYFAIR.—1957 1100 Millecento; Loud.

MAYFAIR.—1958 600 hard top, radio, as new (chicle; £575.

MAYFAIR.—1955 (Oct.) 600 hard top (choice);

MAYFAIR.—1999 500 convertible, 4-seater, guaranteed; £145.

MAYFAIR.—1999 models in stock, list on re-Mayfair.—New 1959 models in stock, list on re-Mayfair.—New 1959 models in stock, list on re-Mayfair.—New 1958, Ltd., Flat/Simca showrooms, Bishops Bridge Rd., W.2. Amb. 1061. 9-6. Sats. 9-5.

1956-7 Fiat 600, heater in -uperb condition throughout; £465. hewisham High St. S.E.13. [C3065]

Lee Green 1051. [C30e5]
1955 (Nov.) Fiat 500 Belvedere station wagon.
PREMIER MOTORS, 295, Lewisham High St. S. E. 15,
Lee Green 1051. [C30e5]
CVR.—C. V. Rushmer Automobiles, official agents,
used models,

immediate derivery new sitt guaranteed color saloon, 15,000 miles, as new, -1950 1100 saloon, new tyres, guaranteed; £475.

CVR -1957 Multipla, showroom condition, extras; £795.

CVR -1959 600 saloon, 4,000 miles, as new; -1958 500 convertible, 7,000 miles, as new; CVR -1958 600 saloons, from £305.

CVR —C. V. Rushmer Automobiles, 45c, Holland [C30of]
1957 pita Multipla, low mileage, immaculate; wick. Tel. Chiswick 0302. FIAT (ENGLAND), Ltd., Water Rd., Wembley, have a small number of used demonstrators for sale. —Perivale 5651.

1937 Fiat 500, good tyres, very good runner: £125.

Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

N.W.6. Hampstead 6490.

1957 600, moderate mileage, two owners, full performance conversion, radio, heater washers, etc.; h.p. available; £525 o.n.o.—Hampstead 429, [1690

Buxted 3237,

1939 (Dec.) Fiat model 28000, 25hp 6-cylinder 7passenger limousine, face forward occasional
seats, right annulation of the cylinder for throughout, 46,000 mitrs;
25 GEORGE NEWMAN & Company, 569, Euston Rd.,
GEORGE NEWMAN & Company, 569, Euston Rd.,
C8025

1955 (late) Fiat 600, new engine, fitted Derringston head, sports coll, large speedometer, bredlight conversion new patters, a flee buy at \$423, tased—Automo, Ed., 239, teet End Larie, Hang-stead, N.W., Hampstead 3450,

PAGENHAM MOTORS, Ltd., Ford main dealers.

1956 Fiat 600, immaclate condition; £445; h.p. terms.—Willeaden 4548. (C1134)
395 tons.—Fiat 500C 1955 Belvedere estate car, duo-excellent condition. written guarantee; terms.—exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Eliminate 1648 6941.

stead 6041.

\$375 — Piat 500C convertible 1955, superb in unblemished green, nominal mileage from newin the hands of one careful and knowledgeable owner.

—Alan Baker, Hudsons Garage, Darkes Lane, Potters
Bar, Middx. (opposite the Ritz). Potters Bar 4232
(open 9-7 p.m., or Hatfield 3861 any time. [1966]

C. V. RUSHMER.—Highest prices for Fiats.—45c, Holland Park Mews, W.11. Park 5731. [W3061 HORNBY PARK MOTORS, Blackpool 26838.—Flat distributors. All models wanted. [W2083

ROWLAND SMITH'S, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ram. [W4018/R S&S MOTORS pay more for any Fiat; distance to purchase no object.—18, Leinster Terrace, [W4090]

MAYFAIR GARAGES, Ltd.—Best Fiat cash buyers, private or trade; distance no object.—Bishopsbridge Rd., W.2 Amb. 1061.

Dridge Rd., W.2 Amb. 1961.

CONNAUGHT ENGINEERING offer highest cash price for good used Flats, all models—Connaught Engineering, Portsmouth Rd. (A3), Send. Tel. Rinley 3122-3.

Fiat Spares and Service

CMS—S.E. London's leading Flat pecialist for
spares, repairs, servicing.—536. Lewisham
High St. Lee Green 1833/2344. S&S MOTORS. London's largest Fiat stockists.—
Pad 6174 Service and repair workshops,
fully equipped trained mechanics—Bay 1644. [0145/R]

FIAT genuine spares from Piat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country.

PREMIER MOTORS, main London dealers distributors for Fiat spares, accessories and service; spares ent c.o.d.; open 9 a.m. to 6 p.m.—295, Lewisham High St., S.E.15. Lee Green 1051.

FORD ANGLIA

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillside 6621, offer:—1957 Anglis, fawn, beise, heater; £495; hire purchase facilities available.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillside 6621. [C3042]

LEC used Anglias, each incomparable in its class

Obecember 20, 1987) saloon de luxe, one expect, spotless throughout, fitted transistor radio; £525, terms, exchanges,—Below.

October) saloon, one owner, 26,000 miles, exchanges,—Below.

exchanges.—Below.

1949 salcon, authentic 44,000 miles, replacement ing pins and brakes relined now, bodywork equally fautiless; £270, terms, exchanges.

FORTHER details of these cars given gladly.

THE LORRAINE ENG. Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 6861-2-3. A1 at Brown's.

1958 (March) Anglia de luxe saloon, Newark grey wing mirrors wheel discs. etc., taxed year, 8,000 miles and off-white interior, heater, wing mirrors wheel discs. etc., taxed year, 8,000 miles and the mirror with the saloon of the saloon of

W. J. BROWN Ltd. 339, Finchley Rd., N.W.3. (C1025)

PERRY'S OF HARROW HAVE an excellent choice of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

Weald Middlesex (opp. Bus depot). (0099/R J. DAVY, Ltd., Ford dealers.

1958 Angila, one owner, heater, excellent condition 1958 throughout, comprehensive guarantee; £515. 180—184, Kenington High St., W.8. Western 7181, 68, North Row, Marble Arch. W.1. Hyde 2311.

PERRY'S OF BOWES ROAD offer:-

1956 Anglia de luxe, green, heater; £495.

W HAROLD PENRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]
AYLOR & ROOT, Ltd., (Established), 1920.

57 Anglia de luxe. Dover white/red, fitted heater, low mileage; £525.
CLAPHAM Junction, S.W.11. Battersea 2252. [C3022]

W. V. RADFORD (Ford Main Dealers) offer:-1957 Anglia de luxe, blue, spotless condition; £475.

191. King St., Hammersmith, W.6. Riv. 8281.

[1809]
1957 Ford Anglia de luxe, 10,000 miles, ivory, red
1955 Ford Anglia basic, black, red upholstery, one
3 months written guarantee, part exchange.—M.E.T.
3 months written guarantee, part exchange.—M.E.T.
6 mida Vale 4901.

A FINE selection of Al Ford Anglias always available; phone for our list.—Used Car Dept., Perivale [C1066/R] 1958 Anglia de luxe, white, 10,000, heater, other extras, immaculate; £525.—Wes, 0910 [1893 A NGLIA de luxe. 1958 model, grey, heater, many extras; £495.—Loxwood (Sussex) 358. [1917]

1958 Anglia, black with heater, one owner, low mileage, A. I warranty: £500.

G. POTTER (FRAMLINGHAM), Ltd., Tel. Fram-lingham 215, 6.7.8.

1955 Ford Anglia saloon, colour fawn, one owner low colour fawn, one owner low colour fawn, one owner low colour fawn, one owner fawn, one owner, low f

### Copin weer-ways of white a control of the contr

1957 Anglia, black, reconditioned engine, 4 new tyres; £265.—Johns Garage, Gomshall, Shere [C3157

1957 (Sept.) Anglia sa oon, heater, one owner, 15,000 miles, immaculate; £489.—Bridge (C1136

Motors Leathermead 2594.

39 Suns.—Ford New Anglia 1954 saloon, one owner, very good condition, written guarantee; terms, exchanges.—Rowland Smith, below:

175 very good condition, choice of 5; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).

Hampstead 6941.

Stead 6041. GA415

ANGLIA '51. black, taxed year, mechanically perfect, good sound car; £275.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095]

1957 heater, 16.600 miles, excellent condition; £485.—Klinwood, Blackhall Lane, Sevenoaks, [1671]

1954 Ford Anglia, heater, brukes relined, complete set remoulds; £375.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, S.W.16. Pollards 2100.

1955 Ford Anglia, black, red upholstery, one —MET Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801.

1956 Anglia de luxe, heater, twin spots, undo one owner, 13,000; this one really is i culate: £470.—Noble, 66, Eastwick Rd. Walto

Thames. (June) Anglia de luxe saioon, 2-tone, Kenil-1958 worth blue black, fitted heater, overdrive, undersea, screen washers, overriders, etc., cost £750; accept £565; also set brand new close ratio Buckler gears, £10.—Box 3390,

gears, £10.—Box 3390.

Ford Anglia Cars Wanted

BEST cash or exchange price.—Premier Motors, 295,
Lewisham High St., S.E.13. Lee Green 161,
[W8093]

the Anglia buyers; highest
Ham. ROWLAND SMITH'S, the Anglia buyers; higher cash prices.—Hampstead High St., N.W.3. Ham [W4018/R

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Popular cars always available; phone for our list.—Used Car Dept., [C1066/R 1955 Ford Popular, fawn, recon. engine; £285.

KENNINGS, Ltd., 84-90, Holland Park Ave. (next Holland Park Tube). Park 5077-8-9. [G3030 1955 Ford Popular saloon, very well kept, traffications and loose covers; £315. [C3030 FERRARIS OF CRICKLEWOOD. Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008 £280 tlon, extras.—Tel. Pound Hill 3301. [1739 1955. one owner. excellent conditions and control of the control of the

1956 saloon, heater, one owner, immaculate; £329.

Bridge Motors. Leatherhead 2564. [C1136] 1950 -Bridge Motors, Leatherhead 2564. [Cliscolor]
1955 Popular, excellent condition: £260.—Red Rics, 58, Battersea Bridge Rd., S.W.11. Battersea [1830]

1955 Ford Popular, black, one owner, many extras, £295.—Bradstock Motors. Ltd.. Fairlands

1958 Popular, immaculate, small mileage, heater, extras; £365.—5pr, 4691. 69, Keswick Rd., West Wickham, Kent.

1956 (June) Ford Popular saloon, flashers, parcel tional; £297/10.—Below:—taxed, 21,000 miles, exceptional; £297/10.—Below:—taxed, parcel mileage £50 only, guaranteed as new, £365.

—548, King St., Hammersmith, W.6, Riv. 2807/23130

325gns.—Ford Popular 1957 saloon, check upholdition, written guarantee; terms, exchanges.—Rowland Smith, below:—Serve Popular late 1954 saloon, fawn/red, parcel shelf, one owner excellent condition, and Saiturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

GEORGE CLARKE pay most. Tul. 3211. f0185/R ROWLAND SMITH'S, the Popular buyers; highest cash prices.—Hampstead Figh St., N.W.3. Ham. (W4018/R

FORD PREFECT

DERRY'S OF HARROW.

HAVE an excellent selection of post-war long saloons PHONE Harrow 4282 and 9140 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weard, Middlesex (opp. Bus depot). (0100 B. DLARDS MOTORS, Ltd.

MAIN Ford dealers, offer:-

1958 Prefect de luxe saloons, with interior heaters, iow mileages, carrefully used, in choice of colours, 2555.

A DLARDS MOTORS, Ltd., 43-5, Acre Lane, S.W.2, A Brixton 6431; and 53, South Side, Clapham Compon, S.W.4, Macaulay 5495. DIXONS GARAGE (PUTNEY), Ltd., offer:-

1955 Ford Prefect, under 15,000 miles, really West Hill, S.W.15. Putney 0396.

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Prefects always available; 'phone for our list.—Used Car Dept., Perivale 3388

vale 3388 Prefect, grey, heater, superb order; £515, below.

1956 Prefect, one owner, fully guaranteed; £470.
W.14. Western 2512.
[C4019]

1957 Ford Prefect, one owner, immaculate condi-tion: £515. PHENIX MOTORS, Ltd., Oxford Rd., Gerrards Cross. Denham 2716. MARCH 1958 Prefect de luxe saloon, wireless, heater, £565,—Isleworth 5252.

1956 Prefect saloon, black/red interior, heater, private; £450.—Fremantle 1819. (C3059

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1956 Ford Prefect, one owner, heater: £475.— Robbins, East Putney. Tel. 7881. [C3010

£495 111-1957 Ford Prefect saloon, one grey, heater.—Jennings, Richmond

SEPTEMBER 1956 Prefect, one owner, 10,000 miles only, grey with red upholstery; £485.—Esher 2255

1957 Ford Prefect, 14,000 miles, heater, one Ltd., Her Lane, Streatham, S.W.16, Pollards 2100. Lane, Streatham, S.W.16, Pollards 2100. [1857]

BHARDY & SON, Ltd., offer 1955 Ford Prefect.

Bilack with red interior fitted heater, excellent condition; 2483,—Gorins,-by-Sea 43544. [9842]

1955 Ford Prefect saloon, black with red interior, heater, one owner; 2445,—Golly's Garsee, Ltd., Earls Court Rd., S.W.5, Fremantle 6373, [9395]

1956 Ford Prefect 100E saloon, black, one owner; care and saloon black, one owner; wood \$271.

AZ MOTORS offer 1956 Prefect, one owner, 21,000 miles, mint condition, £485!—Palmerston Rd., N.W.6. Mai. 4734. 1954 Prefect, beige, blue upholstery, reconditioned engine, excellent condition; £375.—Words-

900 miles only.—Prefect de luxe, Newark grey, cost £700, with extras; will accept £595.—Vandyke [C3149

1958 (late) Prefect, 4,000 miles only, Agrey; £525.—Ger. 6032 (day); Wei.

445 ms.—Ford New Prefect late 1956 saloon, one guarantee; terms, exchanges.—Rowland Smith, below:—245 ms.—Ford Prefect 1952 saloon, black, brown conditions of the prefer to the prefer

SMT No deposit h.p. terms available on a wide range of vehicles.—Shepton Mailet Trans-port, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7685.

£2091: 1-1950 Ford Prefect de luxe saloon, body-work as good as the day it left the factory overhauled and maintained by enthusissic engineer, new tyres, finest available; choice also 1949, 1952. 1885 Novel 1885 Novel

Idd. East Horstey, Survey, Art Wanted
Ford Prefeot Care Wanted
BEST cash or exchange price.—Premier Motors, 225
Lewisham High St., S.E.13. Lee Green 1051
[W309 ROWLAND SMITH'S, the Prefect buyers; had been cash prices.—Hampstead High St., N.W.3. Ham [W4018/R

SMT—Shepton Mallet Transport, Ltd., 58, Wilson St., E.C.2 (Monarch 7685), offer immediate cash for any make. [W4157]

FORD SQUIRE

S&S MOTORS.—1957 Ford Squire, registered 1956
(Oct), excellent condition; £465.—Pad. 6174.

1958 Ford Squire estate car, heater, one owner, very low mileage, as new: £565.—Cavendish Motors, Cavendish Rd., N.W.6.

Wilesden 0046, (C123)

FORD ESCORT
1957 Ford Escort estate car, fawn, heater, nominal mileage, one owner, licence year:

Cash prices.—Hampstead Fligh St., N.W.5. Ham. (W4018/R)
FORD PREFECT
PEERLESS MOTORS offer:—
1957. green, 16,000 miles; £475.—Bath Rd., (C3163)
Slough 25121. (C3163)

### USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

FORD CONSUL CAR MART, Ltd. OFFER with six months' guarantee. £745.—Pord Consul saloon, de luxe, radio. 12,000 CAR MART, Ltd.. 320, Euston Rd., N.W.1. Euston 1212. A1 at Brown's. AT at Brown, Ltd., 339 Fincher Rd., N.W.S. W. J. BROWN, Ltd., 339 Fincher Rd., N.W.S. LTD., N.W.S. LTD WARWICK WRIGHT, Ltd., offer:-1955 Ford Consul (overdrive) saloon, grey, radio Marwick WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. WEYBRIDGE AUTOMOBILES offer:-WEYBRIDGE AUTOMOTOR, dual tone grey and 1957 Ford Consul II saloon, dual tone grey and owner, really immaculate; £665.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2253, Ext. 20, 164024 ALLAN TAYLOR MOTORS, Ltd., offer:-1958 Ford Consul de luxe, many extras, 9,000 miles only; £760.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 [C4104] DAGENHAM MOTORS, Ltd., Ford main dealers. A FINE selection of Al Ford Consuls always available, 'phone for our list.—Used Car Dept., Perivale 3388. W. V. RADFORD (Ford Main Dealers) offer:-1958 Consul saloon, Dover white, one owner, 1958 heater, smal mileage, Al certificate; £695. 1958 blue-black, 8,000 miles, taxed end of year, immaculate condition £750; Al certificate. 1955 Consul saloon, blue, taxed end of year, heater, 1955, cl., Al certificate; £475. 1911. King St., Hammersmith, W.6. Riv. 8281, [1185] 1957 Consul, small mileage; choice of 5; £695.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey N.8 Mountview 5228. [C411] A LLERY & BERNARD, Ltd., Ford agents offer:-1959 Consul with radio and heater, condition as new, only 700 miles.—372, Kings Rd., Chelsea, Flaxman 7345.

1957 Ford Consul, one owner, green, heater; £675. H. POPE & Sons. Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [1981] 1958 Ford Consul, beater, Ford maintained, im-1958 maculate car, one owner; £715. TAYLOR & CRAWLEY, 42a, South Audley St. Tentrance Adams Row), Mayfair, W.I. Gro. 6881. 1958 Consul Mar. II. black with heater one owner, G. Causa in Mr. II. black with heater one owner, G. Causa in Mr. II. black with heater one owner, G. Causa in Mr. II. black with heater one owner, G. Causa in Mr. II. black with heater one owner, G. Causa in J. Causa in 1958 Consul Mark II saloon, Durham beige 10.097

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16, (Sta. 3434.) [C4098 1957 Ford Consul II saloon, heater, overriders and mirrors, really immaculate throughout; £665.
1955 Ford Consul saloon, green with beige interior, from the control of the 2234. Open week-days 8 m.m. to 6 p.m. 1959 Ford Consul, beige, 7,000 miles; £785.—Kings Motors, New Rd., Oxford. Tel. 48458-9. [C3136] 1955 Consul, black, heater, extras, excellent condition; £450.—Day, Eus. 5533, Evn. Spe. 8312. 1956 Consul Mark II. ivory, 1.h.d., 16,000 miles, one owner; £595.—Viking 3167 after 7 p.m. 1957 Ford Consul convertible, radio, heater, one owner from new, really immaculate condition; 1957 owner from new, reany immediate Rd., 1735.

O'ARTHORPE MOTOR Co., Ltd., North Circular Rd., Palmera Green. Pal. 1023.

1958 model, supplied new by us Nov., '57, norther, faultiess vehicle, 3 months' guarantee; £750.

WOTORS, Ldd., Queer's Head Garage, East End Rd., N.S. Finchley 6256 (3 lines). less vehicle, 3 months' guarantee; 2750.

C&W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.S. Finchley 6236 (3 lines).

1956-7 Ford Consul Mark II, magnificent continuation on the continuation of the

FORD CONSUL CONSUL de luxe, September 1958, export m blue/black, many extras, one owner: £750.— 3361. 1748

111 Consul Abbott estates. 1959 series, radio, heater;
2945; also 1957; £345.—Pediaree Estate Cars. 540,
Euston Rd., N.W.I. Euston 7860.
Euston Rd., Correct St. Euston Rd., Correct St. W.I. August.
Euston Rd., Correct St. W.I. August.
Euston Rd., Carlotte Rd., Euston E C2035.

R. HARDY & SON, Ltd., offer 1957 model Ford Consul, Hereford green with duo-tone upholstery. 20,000 miles; £630.—60rins-iy-8ea 43544. [9843]

AZ MOTORS offer: 1957 Series Consul saloon, grey, one owner since new, splendid condition; £650.—Palmerston Rd., N.W. 6. Mai. 4723. 1956 Consul Mark II saloon, extras; £640.—Raw-lings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2261. Rd., S.W.6. Renowa 2261.

1958 Ford Consul de luxe, low mileage; £760.—
Rd. N.7. North 4441/6666. [Clo36]

1958 (inversely consul, low mileage, heater, low mirrors, arm rest, blue, as new fully guaranteed at £740.—Campbell Symonds, Alperton 1515, (2037) 1957 (June) Ford Consul Series II de luxe salous covers T & C tyres, one owner, radio, heater, seat immaculate and guaranteed; £675, A 1.7WOD CARAGE. Altwood Rd. Maidenhead Littlewick Green 3076 en 1000 consultation of the con 1955 Consul I, black/rad, 865 miles only, as brand new guaranteed genuine; £625.—Bowes Road Garage, Ltd., 188, Bowes Rd., London, N.11. Bowes Park 2294/5/6. Garrage, Ltd. 188, Bowes Rd., London, N.11. Bowes Park 2884/c0.6er) Ford Consul, green, one owner, logged pages, 144, London Rd., Kingston-on-Thames, Kingston 1959 (Peb.) Ford Consul convertible in Recommendation of the Consultation of the Co 1954 Ford Consul de luxe, cream and red leath immaculate throughout: £450.—Bertra Cowen, Ltd., Hermitage Lane, Streatham, S.W.16. Pearls 2100. 1958 Consul 6,000 miles, heater, screen washers, first-class condition. Conway yellow with grey interior, guaranteed; £730—Campbell Symonds. Alperton 1515, Alperton 1515,

SMT -No deposit h.p. terms available on wide france of vehicles.—Shepton Mallet Transcott, Ltd.; 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7685.

1957 ford Consul, in exceptionally clean order, Laxed; £650.—Petersham Garace, Ltd., 56, Gloucester Rd., London, E.W.7. Kni. 6507.

2495 111—1955 Ford Consul de luxe saloon, this serviced and maintained, washing percented, regularly serviced and maintained, washes percented, local mileage about 25,000; choice also 3 others 1954, 1955, 1956. AMBS OF WOOD GREEN (Established 1897).—100

L cars; written guarantee; exchanges; easiest terms.

421-425, High Rd., Finchley, Flinchley 6222, [C2052

1959 Consul saloon, finished a most attractive two-tone and fitted heater, radio, wing mirrors, etc., this faultless and immaculate car cost £900; carries our full guarantee and is offered at £775.—

Grove Lodge Garage, 177, Odders Green Rd., N.W.11.

11668 Tel. Spc. 9858. [1368]
1955 Consul saloon, Dorchester grey, red lealing whitewall tyres. 18,000 miles guaranteed, rear compartment unused, one owner, specimen; £545.—London Cars. 592-8. Greenford Rd. Greenford, Middx. Waxlow 2453,3407. Ford Consul Cars Wanted ROWLAND SMITH'S, the Consul buyers; highest cash prices.—Hamps'ead High St., N.W.3. Ham. [W4018/R LOW mileage Mark II Consul wanted.—Pinner Motor BEST cash or exchange price.—Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051. SMT—Shepton Mallet Transport, Ltd., 58, Wilson St., E.C.2 (Monarch 7685), offer immediate cash for any make. SCOTT CARS. FORD ZEPHYR 1957 Ford Zephyr, radio, heater, one owner since new, low mileage.
1955 Ford Zephyr convertible, power hood, heater, in outstanding condition; choice of 2 from

BOON & PORTER, Ltd 1955 Ford Zephyr saloon, overdrive, grant Speige leather, one owner, immacular CASTELNAU, S.W.13 (nr. Hammersmith Raymond WAY offers:— RAYMOND WAI GHERS1956 (Sept.) Fond Zephyr Mk. 2 saioon in twomieage 17,000; formed and ivory with matching interior,
mieage 17,000; formed with matching interior,
mieage 17,000; formed with many extrusincluding overdrive, Continental touring kit, heater,
wins mirrors, over-riders; 699gns.
300 first-class cars to choose from.—Raymond Way
Motors, Kiburn, N.W.s. Maida Vale 6044.
[1619] CROFTON GARAGES, Ltd. OCTOBER, '55, Ford Zephyr, black, red interior heater, seat covers, spot light, one owner from new; £465,—152, Whitechapel Rd., Bishopsgate 3895 [C113.] WANMORE GARAGE offer:-SWANMORE GARAGE OHE:—
FORD Zephyr saloon, 1958, fitted automatic gear box. Durham beige with interior to match, one owner since new, 7.000 miles only, supplied and regularly serviced by main south coast distributors since new, 2250 below orizinal cost 12 months ago; £895.

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WARWICK WRIGHT, Ltd., 593, Edgware Rd.,
N.W.2. Gladstone 0041.
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High St., Wandsworth, S.W.18 Vandyke 7222 (10
RODNEY HOWARD & Co., Ltd., offer:— 1958 Ford Zephyr automatic saloon, blue with blue brand new orbite interior, fitted radio and heater, in brand new condition throughout; £875.—16, Albemarle St., London, W.I. Byde Park 7166. (C2156) ACENBAM MOTORS, Lta Pord main dealers. A FINE selection of A1 Ford Zephyrs always available: 'phone for our list —Used Car Dept., Perivale 3388.

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St., Farnham, Surrey, Tel. 4873-4.
[C2110]
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\$285. —Ford Zodiac 1958/9, blue and grey, literally ham Rd., Amersham. 1277/8. [1546]

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1956 (Oct.) Ford Zediac saloon, fitted radio, one owner; £575.—Abbots Garage, Ltd., Earls Barton, Northants. Tel. Earls Barton 344. [1867] 1958 Zodiac saloon, mauve and black with grey upholstery, 9,000 miles, four months' guaran-

tee: E875

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King Motors, Ltd., Ford Dealers, Mitcham Lane, S.W.16. Streatham 313-4-5. [8550]

1956 late Mk. II Zodiac saloon, cream and black with matching interior, overdrive, radio, heater, Michelin X. etc.; £735.—Ascot Service Station, High St. Ascot, Berks. Ascot 1649. [C1188]

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1957 Ford Fairlane Country sedan, 9-seater sta-tion wagon, right hand drive, automatic transmission, radio, heater, one owner, absolutely as

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[C1187]

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1952 Hillman Minx d/h., heater, laxed; £350.—
1952 25, Pear Tree Ave., Ylewsley, Middx. [1892 METROPOLITAN MOTORS, 192-6, Horn Lane, Acton, W.3. (Acorn 5964), offer:—
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1957 (September) Hillman series I estate care it is to be and grey with one owner; PHENIX MOTOR Co. (SURREY). Ltd., Phœnix House, High St., Sutton, Surrey, Vig. 0161. [C3044

1955 Hillman Minx de luxe saloon, heater, very good condition; £495.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221.

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1953 (November) Hillman Minx convertible, blue, radio, heater, etc., beautiful condition; £420; [1960]

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1953 model Minx Mark V saloon, heater, one exceptional; £368.—Bridge Motors, [C1136]

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1957 Hillman Minx saloon, very moderate mileage, 2575. parts and labour guarantee.—Siocombes, Ltd., parts and labo

SEPTEMBER '57, series II de luxe Hillman Minx saloon, Seacrest green and poart grey, 11,000 miles, one owner, spare unused, heater, overriders, wing mirrors, taxed year, 3 months guarantee; £695.—W. & Downs, Lid., Rootes Group. Tudor 9784.

1958 Hillman estate car with Singer modifications on facia and doors, fitted with radio, heater, Servais exhaust, Town and Country tyres on rear, turbe discs and white wall wheel trims; this car is quite exceptional, has been carefully maintained by one owner since new; £835.

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone, Kent. Folk. 2726. [C1108]

1958 model Minx Mark II convertible, heater, suaranteed, £690; 1953 Hillman Minx saloon, guaranteed, £500; 1951 Minx convertible, guaranteed, £500; 1951 Minx convertible, guaranteed, £500; 1951 Minx convertible, guaranteed, £500; payments.—Oldfield, 596, Kensington High Stu-Wild, Wes, 6651.

H. BEART & Co., Ltd., offer;-

1055 Hillman Husky, green with green interior, Rd., and High St. Kingston-on-Thames. Kingston Ci081

THE CONTAY MOTOR WORKS.

1956 Hillman Husky, duo tone grey immaculate, bridge Rd., S.E.1. Waterloo 6162-3. [C1174/1

WARWICK WRIGHT, Ld., offer:-

WARWICK WRIGHT, Ltd., visct.

1957 Hillman Husky Double Duty, blue, red upholstery, heater, 28,000 miles; £495.

1958 Hillman Husky Double Duty, 2-tone grey,
deed upholstery, heater, 14,000 miles; £615.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.8. Cunningham 6050.

[C4045

COOMES & SONS (GUILDFORD), Ltd.

COOMES & SONS (GUILDFORD), Ltd.

HILLMAN Husky current model 1958, very much sought after car, dual-purpose, passenger or goods, green and grey, fitted heater, 10,000 miles only, only been used as a private car, owner now gone abroad, spotless condition, \$595.

1956, Guildford, Surrey, Guildford 62907. [C1057]

1956, Hillman Husky, blue grey, red interior, GROSVEORIES, CONTINUED ORDING COLORS, C

N.W.I. Euston 7889.

1957 paymerts.—Oldfield, 396. Kensington High St. W.14. Wes. 6631.

1955 Husky, green. immaculate, one owner, twin popular of the control of the contr

HILLMAN Husky 1958, left hand drive export model, Hone owner, very low mileage, exceptional condition; £535; terms, exchanges.—South Western Garage, Ltd., New Malden. Malden 1212,

New Malden. Malden 1212.

1955 Hillman Husky, available 7 days, grey; part cardinate exchange terms.—The Contay Motor Works, Ltd., 164a, Southwark Bridge Rd., S.E.1. Waterloo [C1174]

1955 Hillman Husky estate, grey, heater, one owner, excellent condition; guaranteed; £405.

—Bowes Road Garage, Ltd., 186, Bowes Rd., New Southsate, N.II. Bowes Park 2264-5-6.

[1870 £425 —Hillman Husky, first reg. January, 1956, and with red upholstery, one owner, recorded mileage 20,900, excellent tyres, general condition above average.—E.S. Motors, Ltd., 525, High Rd., W.4. Chi. 6368

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham.
[W4018/R HILLMAN Minx, Californian wanted,—18a. Drew-stead Rd., S.W.16. Streatham 8636. [W4059] HILLMAN Mills Streatham 8050.

BEST cash or exchange price—Premier Motors, 295.
Lewisham High St., S.E.13. Lee Green 1051.
[W3093]

SMT—Shepton Mailet Transport, Ltd., 58, Wilson St., E.C.2 (Monarch 7685), offer immediate cash for any make.

W44157

Estate Cars. Ltd., the Utility Specialists, urgently require Hilman Estates.—441, Upper Richmond Road West, East Sheen, S.W.14. Prospect 7648-9, 9, Williams States.—441, Upper Richmond Road West, East Sheen, S.W.14. Prospect 7648-9, 9, 9659/R

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PLENTY of spares and reconditioned units for all models, 1934-57 and ex-W.D.; we have the largest stocks, everything available no waiting: 0.0d. service.

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MODERN SERVICE GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam spares and all accessories.—Wim. 5155.

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SIMPSONS OF WEMBLEY, 345, High Rd., Wembley
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HUDSON MOTORS, Ltd., Great West Rd., London,
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HAVE available a range of Humber cars of very low

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SCOTT CARS.

1956 Humber Hawk estate car, overdrive, radio, heater, outstanding condition; £845.
1953 Humber Super Stipe, heater, in excellent condition throughout; £365.
1951 Humber Hawk, radio, heater; £315.
SCOTT CARS, 361-367, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

CAR MART, Ltd

OFFER with six months' guarantee.

£650 —Humber Hawk saloon, heater, overdrive, CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

SIDNEY MARCUS, Ltd

1958 Humber Hawk Series II automatic. 8.000 miles, burgund, and beige, like a new car; £1,225.—33. Stoane St., S.W.I. Belgravia 5721.

H. A. SAUNDERS, Ltd.

1958 Humber Hawk saloon, duo blue, blue uphol-stery, recorded mileage 11,041, heater, radio; H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092 RUSSELL MOTORS offer:-

1953 (June) Humber Hawk saloon, many extras; 2395,—47, Sloane St., S.W.1. Sloane 9288.

A 1 GARAGE, Ltd., offer:-1956 Humber Super Snipe touring limousine, bur-per gundy, one owner, 27,000 miles, radio, heaver, and the super s

TOM GARNER, Ltd., offer:-

1956 Humber Hawk Mk, VIA de luxe sal., grey/blue, htr., rdo., overdrive; £695.
1956 Humber Hawk Mk, estate car, duo grey, heater; £965.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, [C2020

TAMES SPENCER, Ltd., offer:-

1958 Humber Hawk saloon, fitted heater, radio and in duo blue with red leather interior; £1.095.

JAMES SPENCER, Ltd., Broadway, Bexleyheath.
Tel, Bex. 4263/4204.

RUISLIP MOTORS, Ltd., offer:-

1956 Super Snipe saloon, grey/blue, heater, radio, spots, one owner, immaculate condition; £695.

1956 Humber Hawk Mark VIA de luxe saloon, dual grey, heater, radio, overdrive, washers, superb condition; £675.—West End Rd., Ruisling 4340.

WARWICK WRIGHT. Ltd., offer:-

1954 (December) Humber Hawk Mark VI overdrive saloon, grey, radio, heater; £550. 1954 Lumber Hawk Mark V saloon, black, heater; \$\text{L495}\$. WRIGHT, Ltd., 393. Edgware Rd., N.W.2. Gladstone 0041.

1950 Humber Hawk saloon; £345. 951 Humber Super Snipe, black; £265.

Humber Hawk saloon, Burgundy; £985. MONTROE MOTORS (N. H. BOSWELL), 91-95. Buckhurst Hill, Essex. Buckhurst Hill, Essex. GOSGR WARWICK WRIGHT, Ld., offer:

1958 Humber Super Snipe Series I (automatic) and heater. 8,000 miles; £1.495.

Humber Hawk Series I overdrive saloon, black miles; £1.075.

Bunder Hawk Series I overdrive saloon, black miles; £1.075.

Humber Super Snipe overdrive saloon, bursuper Snipe overdrive saloon, bursuper Snipe Sn

1956 Humber Hawk Mark VI de luxe saloon, black, red upholstery, heater, overdrive, 23,000

miles: £725.

1958 Humber Hawk Series I saloon, 2-tone |
1958 Humber Hawk Series I saloon, 2-tone |
Warwick WRIGHT, Ltd., Lord's Court, St., Owner, St

GUY SALMON AUTOMOBILES offer:-

1959 (series) Humber Super Snipe, grey and blue.
1959 (series) Humber Hawk automatic gear box
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1950 (series) Humber Hawk automatic gear box
1950 (series) Humber Hawk automatic gear but
1950 (series) Humber Super Snipe, grey and blue.
1950 (series) Humber Hawk automatic gear box.
1 PETER BANTOCK CAR SALES offer:-

1957 Humber Hawk, grey-blue, fitted radio, heater, etc., supplied and serviced by us from new; £985.—104, High Rd., Chiswick 2725,6870.

CATERHAM MOTOR Co., Ltd., offer:-

1957 Humber Hawk series I saloon, black with 1957 red upholstery, heater, 15,000 miles; £1,025 the 1953 Humber Hawk Mark V saloon, green with probability, heater, £2,000 miles; £400. CATERHAW MOTOR CO., Ltd., Religité 2235, [C1187]

JOHN TWIGGS (MOTORS), Ltd., offer:

1955 Humber Hawk touring limousine, maroon, less condition and represents good value at £575.

JOHN TWIGGS (MOTORS), Ltd., 92, Queens Rd., S.E.15, New Oross 1136.

GEORGE HARTWELL, Ltd., offer:-

HUMBER Imperial Mk. II 7-seater saloon, beige, very carefully used and in spotless tion; £675.—35-41, Holdenhurst Rd., Bourne Tel. 4461.

COOMBS & SONS (GUILDFORD), Ltd.

HUMBER Hawk saloon, beautifully finished in grey and blue with matching interior, fitted with a heater and overdrive, one private owner, 19,000 miles only, very clean condition, delivered very late 1955 as 1507 series car, recommended 20 ft. del., Portsmouth Rd., Guildford, Surrey, Guildford 62907. [C1087]

HENLYS offer with 4 months' guarantee:-

1957 Humber Super Snipe saloon, overdrive, heater, one owner, blue and grey with grey interior; HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [2001]

DENHAMS GARAGE (ESHER), Ltd., offer:-

1957 (April) Super Snipe, fitted overdrive, superb example, low mileage; £835; part exchanges, deferred terms.—107-111, High St., Esher, Surrey. [1492] THE CATERHAM MOTOR Co., Ltd., offers:-

1957 Humber Hawk series I saloon, grey, red THE CATERHAM MOTOR Co., Ltd., Caterham 4242. [1974]

1957 Humber Hawk de luxe saloon, one owner, PASS & JOYCE, 184, Great Portland St., W.I. Museum 1001.

HENDON CENTRAL OARAGE, Ltd., offer at 5% interest charges;—

terest charges:—
1955 Humber Hawk, grey, overdrive: £575.—Watford Way, Hendon Central, N.4. Tel. Hendon
[C2034]

1953 ford Way, Hendon Central, N.4. Tel. Hendon 102034.

1954 Humber Hawk Mark V, radio and heater; 2425.

1954 Humber Super Sinjee, one owner, exception—
1954 Humber Super Sinjee, one owner, exception—
1954 Humber Hawk estate car, radio, heater, over—
1957 Humber CRAWLEY, 42a, South Audley Street,
1958 SAUNDERS, Ltd. (Limousines Purchaed), ALPE & SAUNDERS, Ltd. (Limousines Purchaed), 1958 Humber Hawk, black, heater, outstanding example, 2430.

1953 example, 2430.

1968 GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Tel. Speedwell 1196-7-8.

HEARSES! we are building deck and bearers on the A 27hp chassis. Inspection invited.

A 1PE & SAUNDERS (COACHBUILDERS), Ltd., A 28tation Approach, Kew Gardens, Richmond 1161. HUMBER Hawk Series I. new condition, 11.000 Place, 8.W.1. Belgravia 5854.

1953 Humber Hawk saloon, black, fitted radio and heater with loose covers; £420.—Hale Motors, (C2077) HUMBER Pullman, registered 1952, excellent condition throughout; £200 c.n.o.—55, Alkhan Rd., London, N.16. Stamford Hill 7054.

1957 Humber Hawk Mark VIa de luxe, duo-tone, owner car 5765. Wher car; £765
WEST STREET MOTORS (CROYDON), Ltd., 6-7,
Dingwall Rd., Croydon, Tel. Croydon, 9311 HUMBER

1953 Humber Super Snipe, black with red interior good condition; £435.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

1958 Humber Hawk, grey/black, radio, heater, mileage; £1.050.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Dollis Hill 8000. [C2130]

1956 (June) Humber Hawk saloon, grey/bli owner: 14,000 miles; £685.—Vandervell Ltd., 215, Haverstock Hill, N.W.3. Swi, 4441.

1953 Humber Hawk saloon, heater, radio, immaculi 17, Astwood Mews, S.W.7. Fro. 1519.
CAMDEN MOTORS for Humbers—3 selected cars from our stock of 25 post-war models:—1957 (August) series I new Hawk saloon, 12,400 for models:—2 wery careful miles only, due black and thistic grey, heater one owner, completely umarked; 61,035, bodies of 8 due to the complete of the wery careful miles only, due black and thistic grey, heater one owner, completely umarked; 61,035, bodies of 8 due to the weather of the work of t

450 other cars available; write for fully descriptive CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. [C1035]

unrestricted hire purchase terms; exchanges.

1951 Humber Hawk, radio, heater, excellent condition; £345.—Robbins, East Putney. Tel 1959 Humber Super Snipe, automatic, black blue, under 2,000 miles, as new; £1,495; exchanges,

FRIDAY'S (GRAVESEND), Ltd., Rochester Rd., 1627

1958 (January) Humber Hawk series I saloon in black and grey, heater, 5.000 miles only, one owner; £1.015.

PHENIX MOTOR Co. (SURREY). Ltd., Phoenix House, High St., Sutton, Surrey, Vig. 0161. [C)304

AZ MOTORS offer 1951 Super Snipe saloon, radio, heater, beautiful condition, £250!—Palmerston Rd., N.W.6. Mai. 4723. 1956 Hawk, overdrive, low mileage; £695.—Davie.
Car Centre, 22-34, Horn Lane, Acton. W.3.

1957 (June) Super Snipe, black, fawn upholic condition: £985.

condition: £895. LINDSAY BROTHERS, Ltd., Rootes Area Dealers, 923-925, High Rd., Finchley, N.12. Tel. Hillside 1022. 1957 Humber Super Snipe, automatic Reutter driven, 21,000, immaculate

BERMONDSEY MOTOR Co., Ltd., Blue Anchor Lane, S.E.16. Tel. Bermondsey 3661 & 3771. [9792] 1955 Hawk Mark VI, grey with red upholstery low mileage, one owner, heater, above average condition; £550.—Esher 2255.

age condition: £550.—Esher 2255.

1954 (July) Humber Hawk VI ohv, overdrive, heater, any trial; £375; exchanges, h.p.—11.
Perymead, Prestwich, Manchester, Prestwich 2057. [C2002] 1953-54 Humber Super Snipe, heater, radio cowner, in outstanding condition; 2445.—Cavendish Motors, Cavendish Rd., N.W.6. Willesdem 0046.

1953 (July) Humber Super Snipe Mark IV saloon, Liack/silver grey, excellent condition; £395. —Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001.

Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001.

545 gns.—Humber Super Snipe late 1955 Mark IV (Cilleo'1 545 gns.)—Humber Super Snipe late 1955 Mark IV (State 1955), State 1955 gns.—Humber Super Snipe late 1955 Mark IV (State 1956), State 1956 gns.—Humber Snipe late, Iven garantee; terms, exchanges.—Rowland Smith, below:—Slack fawn leather, heater, twin passlights, ace Rimbellishers, excelent condition, written guarantee; terms, exchanges.—Rowland Smith, below:—John Garages,—Rumber Super Snipe 1951 model Mark III de luxe saloon, Siding head, leather, heater, sod (Hampstead Tube). Hampstead 6041. [Odile Humber Hawler Special S

1954 Humber Hawk de luxe saloon, with heater, black, maroon hide, taxed December; £455.

Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

111 1957 Humber Hawk estate, 2-tone blue, radio.

heater, immaculate, £885; also another, radio.
heater, overdrive; £775.—Pedigree Estate Cars, 340.
Euston Rd., N.W.I. Euston 7889.

Euston Rd., N.W.I. Euston 7889. (C5093

1957 (July) Super Snipe, 15.000 miles, automatic heater, one owner: 2925.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081 LiMOUSINES: extensive selection 1950/1954 privateix-owned Pullmans including 1950 Mark II Pullman, 6895: 1952 Mark III Pullman, 2985; 1954 Mark IV ohy Pullman, £1.325; lists posted.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker St., Station). Welbeck 1124. (C1103

1959 Humber Hawk saloon, black, one own Yeoman Garage, Ltd., Ashford Rd., Bearsted. stone 87248.

1952 Humber Super Snipe, grey, heater, new tyres and battery recently, two owners, good condition throughout; £265.—110. Battersea Rise, S.W.II. Battersea 0349.

1956 (March) Humber Hawk Mark VIII, Corinth Ights, windscreen washers, regularly serviced, impeccable; 2690.—Gladstone 4593.

SMT—No deposit h.p. terms available on a wide port, Ltd., 50, wilson St., Finsbury Sq., London, E.2. E. Monarch 7695.

1956 Hawk de luxe, low mileage, one owner, 2-tone drive, supplied and maintained by us. guaranteed: £700.—Campbell Symonds. Alperton 1515. [Cl037

2845 !!-Mark III Pullman limousine in black with electric division, heater and 5 almost new whitewall tyres, upholstery under loose covers since new, privately taxed, very good condition, 6 months'

new, privately taxed, very good condition, 6 months written guarantee.

CAMDEN MOTORS, the limousine specialists. Leighton Buzzard 2041, write for special hire car catalogue and illustrated brochure; open until 8 p.m.: open Sundays 10 s.m. to 1 p.m., unrestricted hire purchase terms: exchanges.

1957 taxed year, heater, automatic transmission, guaranteed mileage 12,000, 21,050,—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2.

Joseph Humber Hawk Mark VI, black, overdrive, blenished condition; £885; h.p. terms and exchanges.

—E.R.C. Services, Summerland Gardens, Muswell Hill.

N.10. Tel. Tudor 8073, Bow 4087;

N.10. 121. Audio 60:5, 500 woof.

59 Humber Super Snipe, dual grey. 1.200 miles only,
overdrive 2nd and top, fleutter reclining seats,
twim Marchals, badge bar, extras; £1,495.—Owner,
458a, Kingston Rd., London, S.W.20. Tel. Cherrywood
322,24589.

4322.4598. Hawk, dawn mist and Corinth blue, one original condition; £685; parts and labour guarantee.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.IO, Willesden 4689,9393.

1959 Humber Hawk, only one week old, maroon heater, demister, silver peak numbers, taxed for eser: a great saving at £1,185; part exchange, hire purchase, settlements, etc.; Morris and Wolseley agents.—Percy Eadle Service Garage, Thame, Oxon. Tel.

ALPE & SAUNDERS, Ltd., require Limousines or Imperials in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges), May1air 2941. [W1006] ROWLAND SMITH'S, the Humber buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4013.R

SMT—Shepton Mallet Transport, Ltd., 58, Wilson St., E.C.2 (Monarch 7685), offer immediate cash for any make. [W4157

cash for any make. (W4157

58 Humber Hawk, low mileage required urgently for clients.—Kirkwood Cars, Ltd., 78, Streatham Hill, S.W.2. Tulse Hill 1298. (19917)

XXX Excellent cash price offered for good Humber Limousine.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

Upper High St. Epsom, Surrey, Epsom 5611. W2001
THE Humber specialists for all spares. Tel, Uplands
3637. See advt. under Parts & Accessories, 19396. R
ANGNEY MOTORS, Ltd., Main Dealers, Languey
Rd., Eastbourne, Tel, 7600 (5 lines), Largest
range; prompt and efficient service.

RODNEY HOWARD & Co., Ltd., offer:—

1950 Invicta foursome drop head coupe, Black Prince model, finished in two-tone grey with red leather interior, fitted radio, heater, twin spot lights and reversing lights, etc., a really outstanding specimen which cost £4,600 new, now offered at £795.—16, Albemarle S., London, W.1. Hyde radio [22156]

7166. ISELTA (C2136)
1957 Esetta, one owner, yellow, 300cc, r.h.d.; 2655, one owner, beige, 250cc, l.h.d., 5,000 miles only and as new: £265, 1957 Isetta, one owner, 500cc, 12,000 miles, beige, l.h.d., £245, V&F MONACO MOTORS,—Official B.M.W. Isetta retailers; immediate delivery.—365, Fulham Rd. London, S.W.10. Tel. Flaxman 4556. (C4141)

1957 B.M.W. Isetta, heater excellent; £235.—109, Tile Kiln Lane, Bexley, Kent. [1903 1958 setta Plus, grey, heater, extras, under-bam, Surrey, 688.

TOM ALLERY AUTOMOBILES area agents for the new B.M.W. Isetta; immediate delivery.—68, Hill Rd., Wimbledon 3848.

1958 (oct.) Isetta Moto coupe 3-wheeler, 300cc, hunt's Garage, Bishop's Stortford 1794. [1253 265 gns.—Isetta 1958 Type 300 Plus coupe, sun 265 gns.—Isetta 1958 Type 300 Plus coupe, sun 6,000 miles; choice of 2; terms. exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6,041. [C4018]

GEORGE CLARKE pay most. Tul. 3211. PRIDE & CLARKE—best buyers.—Brixton 6251. [W3068

CLAUDE RYE urgently require Isettas: top prices paid, h.p. accounts settled.—899. Fulham Rd.. S.W.S. Renown 6174.

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Setta Spares and Service

AFN. Identify the Complete service and repairs for all Isetta models: largest stock of spare parts in the country, including replacement engines, etc.—Hounslow 0011.

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HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar | 10662/R PEERLESS MOTORS offer:-

JAGUAR MARK VII

LEX model Jaguar Mk. VII, black, low mileage, heater; £525, t.d., 2, Lexington St., Piccadilly, LEX Condon, W.1. Gerrard \$600. SCOTT CARS.

1955 Series Jaguar Mark VII, Borg Warner auto-ing condition: £795.
SCOTT CARS. 341-347. Finchley Rd. Hampstead, London, N.W.3. Hampstead 8676,7779. [C4016]

SILVERTHORNE MOTORS, Ltd.

1956 model Mark VII, automatic. black, tan leather, moderate mileage, one owner, immaculate £785.—11, Fitz:oy Sq. W.I. Euston 7811.

H. BEART & Co., Ltd., offer:-

1954 Jaguar Mark VII saloon, black with red up-holstery, fitted heater, overdrive, first-class

order; £595.

1956 duo grey with red interior, automatic gear box, first-class condition throughout; £895.

1956 Jaguar Mark VII saloon M type, finished in black and grey, with red interior, fitted automatic gear box; £965.

1955 Jaguar Mark VII M type, sugde green, fitted automatic gear box; £965.

1955 Jaguar Mark VII M type, sugde green, fitted since new, superb order throughout; £755.—102. London Rd., and High St., Kingston-on-Thames. Kingston-3548.

DUNCAN HAMILTON & Co. offer:-

1955 Mark VII M-type, grey with red interior, overdrive, one careful owner; £745.—33, High [C1091 Rd., Byfleet 3101. RODNEY HOWARD & Co., Ltd., offer:-

1956 Jaguar M type automatic, B.r.g. with green dition throughout: £945.—16, Albemarle St., London, W.I. Hyde Park 7166.

HENLYS offer with 4 months' guarantee:-

1956 Jaguar Mk. VII saloon, automatic, grey with red interior: £965.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1.
[1999]

B. J. HUNTER, Ltd., Austin agents, offer:—

1955 overdrive etc.: £750.

B. J. HUNTER, Ltd., 22. Cricklewood Broadway, R.W.2. Tel Gladstone 6303. [C2040]

JAGUAR Mark VII, 1953 (Oct.) beige with red hide upholstery 1,300 miles, absolutely ummarked and 55 Model Jaguar Mark VII. M type, fitted with black, one owner, 28,000 miles, immaculate throughout; £695.—320, Harrow Rd., Wembley 5686 and 6387.

CMI CAR SALES (Primrose 6625) offer:-1954 Jaguar Mk.VII, heater, overdrive, excellent condition throughout: £525.

months' guarantee: terms, list on application.—
Swiss Cottage, Finchley Rd., N.W.3.

1952 Mk. VII Jaguar, dark green, with radio.—
(C2129)
1954 Jaguar Mark VII, green, green leather, excellent condition throughout; £520.

McLaren & COX., Ltd., 526, Eigh, Rd., North Finchley, N.12. 7e1. Hillaide 0560,6506-65.

1955 (series) Jaguar Mark VII M. overdrive, 1955 H.M.V. radio, grey, taxed Dec.; bargain

EATON MOTOR Co., Eaton Socon 236 (St. Neots). 1956 Jaguar Mk. VII M automatic, 25,000 miles, one owner, maroon; £975; 6 months'

guarantee.

Co. Buxton Rd., Hazel Grove, Cheshire, Cox & Co. Buxton Rd., Hazel Grove, Cheshire, Stepping Hill 4455.

1956 Jaguar Mk. VII automatic saloon, very care-tuly maintained, low mileage, guaranteed condition: £875. CRAWLEY, 42a, South Audley St.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Maylair, W.1. Gro. 5881. [C4036]

1954 Jaguar Mk. VII, grey/grey hide, overdrivemotors, Ltd. Tel. Newbury 2000.

1954 Jaguar Mk. VII saloon de luxe suede green,
reen hide radio, heater etc., etc., in really
excellent order throughout and guaranteed: £535, in really
excellent order throughout and guaranteed: £535, in really
excellent order throughout and guaranteed: £535, in really
excellent order throughout and guaranteed: £535,
Littlewick Green 3076, 70, evenings and weekends,
Littlewick Green 3076, venings and weekends,
1054, Jaguar Mark VII 21,000 miles, beater, over-

Littlewick Green 3076.

1954 Jaguar Mark VII, 21,000 miles, heater, over drive, immaculate: £590.—Barnes, 315, Finchley Rd., Nw. 3. Ham. 2221.

A MOTORS offer 1952 Mark VII saloon, beautiful £450:—Falmerston Rd., N.W. 6. Mai. 4725. [Cl01]

1955 Jaguar M type, overdrive, in outstanding condition: £765.—Cavendish Motors. Cavendish Rd., N.W. 6. Willesden 0046.

R. HARDY & SON, Ltd., offer 1952 Jaguar Mk. Visual Saloon, in blue with red juterior, radio, Ace Rimbellishers, all extras; £485.—Goring-on-Sea 43344. 1956 Mark VII, automatic, duo green; £920.— Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acorn 6731.

JAGUAR MARK VII

1952 (Oct.) Jaguar Mark VII, black, radio, heater, £465.—Carris Motors, Ltd., 104-6, Bromley Rd., Catford, S.E.6. Tel, Hither Green 3451. [C1194] 1955 Jaguar M type Mark VII. 19,000 miles, over-fore, black, beautiful unmarked condition: £660.—Tel. Moccas 260 (Herefordshire). [1594]

1956 Mark VII, black red, 16,000 miles guaranteed one owner, Ace Rimbellishers, bench seat really as new; £885.—Atkinson, Lee (London) 1647 [2056]

1955 Jaguar Mark VII M. automatic, blue, blue and beautiful car, in superb condition, taxed Dec EATGN MOTOR Co., Eston Socon 236 (St. Neots), [C2114

1956 model Jaguar Mark VII, black, beige leather, spare unused, excellent condition; any trial: £695—Letchworth, Herts. Tel. Letchworth 1717.

1952 Mark VII Jaguar, a car in excellent condition with first-class mechanical history: £495.—Davies Motors, Ltd., 554, London Rd., Ashford, 3671/2.

AShford 3641/2.

DECEMBER 1951 Mark VII, black and silver, good mechanically, body free from corrosion; £320.—A. B. Price, Ltd., Hardwick House, Studley, Warwickshire. Tel. Studley 521.

shire. Tel. Studley 521. [1863]
1955 Japuar Mk. VII. overdrive, lavender grey, red for enthusiast, private sale, taxed Dec. 2,6270 Orrev. Home Farm. Thorganby, Nr. Grimsby Lines. [1915]
1949 Tecorded mileage 56,800, two owners, radio, heater. 4 new tyres, excellent chassis, open to any trial, witstanding value.—E. S. Motors, Ltd. 323, High

1954 model Jaguar Mark VII saloon, immaculate windscreen washers, wing mirrors, etc., a truly most magnificent motor car; £495 h.p. terms arranged.—Tel Burgh Heath 3386.

Tel Burgh Heath 8856. [1600]

1955 (July) Mk. VII M type, black with beige mileage 1,000, coachwork and chrome without blentish, in superlative condition; £795.—Holbrook Motor Co. Ltd. Richmond, Surrey. Ric. 401. [1735]

1955 Jaguar Mk. VII M type automatic salom, cescellent condition, black with grey leather; bench-profiles set, written guarantee; £695.—Holbrook Care London, Ltd., 17, Bruton Place London, W.I. Hyde 9184.

ton's Cars (London), Ltd.. 17, Bruton Place London, Union's Cars (London), Ltd.. 17, Bruton Place London, Union's Cars (London), Ltd.. 19, Ltd.. 1

1954 (May) Jag.ar Mark VII overdrive shoot, finished in unbiemished green with interior leather to match, the interior of this car is fitted with loose covers fitted heater, ace Rimbellishers, twin chrome pass lamps, twin chrome exterior mirrors, screen washers, a genuin one owner car which has creen washers, a genuin one owner car which has be really appreciated; £570; terms, exchanges, be really appreciated; £570; terms, exchanges, MAIDSTONE ENGINEERING CO. Smethurst St. MaiDstONE ENGINEERING CO. Smethurst St. Pendleton, Mainchester, & Pendleton 5457. [C3000]

ROWLAND SMITH'S, the Jaguar Mark VII Care Manted Rowland SMITH'S, the Jaguar Mark VII Lars Manted Rowland SMITH'S, the Jaguar Mark VII buvers. Ham. 6041. [W4018.R

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms ree advertisement under "Jaguar 10657 R.

BOORERS.

1958 Jaguar Mark VIII with overdrive, as new; 5467.

OFFER with six months' guarantee.

£1495 Jaguar 312-litre saloon. Mark VIII, radio, sliding head, auto., 13,000 miles, reg. 1958. CAR MART, Ltd., 320 Euston Rd., N.W.1. Euston 1212. (C1039 1 H. C. PAUL, Ltd

1957 Jaguar Mk. VIII automatic saloon, claret/ imperial maroon, excellent condition: £1,195. —32. Bruton Place. Berkeley Sq., W.1. Mayfair 0821/2.

H. BEART & Co., Ltd., offer:-

W.5. Tel. Acorn 6731.

1955 Mk. VII M saloon in powder blue with grey had and heater, in excellent condition, £985.

1958 Jaguar Mark VIII saloon, automatic gear box, in excellent condition, £985.

1959 Jaguar Mark VIII saloon, automatic gear box, in excellent condition, £985.

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1958 Jaguar Mark VIII saloon, automatic gear box, in excellent condition, £985.

1958 Jaguar Mark VIII saloon, automatic gear box, au

CLARKE & SIMPSON, Ltd., offer:

1957 Mark VIII automatic saloon. duo grey, 21.000 miles, one owner; £1,295.—49, Sloane Sq.. S.W.1. Tel. Sloane 0436. PETER BANTOCK CAR SALES offer:-

1958 Jaguar Mark VIII automatic. 5.000 miles only, duo-blue, grey leather, completely equipped with every conceivable extra, including VHF radio, Rally spot light, loose covers, etc., literally better than new; £1,595.—104, High Rd.. Chiswick (2125/3870.

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR Mark VIII with Borg Warner automatic transmission; choice of 2, both 1957 models, one is 2-tone grey, one is 2-tone maroon, moderate mileage one-owner cars, very attractive price; £1,295 each.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford &2997. [CIOS7 CHARLES FOLLETT, Ltd., official Jaguar retailers.

1957 Jaguar Mk. VIII automatic gear box saloon. \$1.595. SHOWROOMS: 18, Berkeley St., London, W.1. May-SERVICE & Stores: Barnsdale Yard, off Elgin Ave.. W.9. Cunningham 5936, [C2010

1957-8 Mk, VIII automatic saloons, choice of 2 radio, now from as low as £1,195.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Rayens-glourne 3456.

PORTSEA MOTORS, Ltd., the Jaguar specialists, Poffer:—
1958 Jaguar Mark VIII, automatic, 10,000 miles, 1958 Jaguar Mark VIII, automatic, 10,000 miles, operated aerial, brand new condition, unmarked, 21,495,—142, Finchley Rd., N.W.5 (opposite Finchley Rd. Tube Station). Hampatead Sect.

[CS11]

JAGUAR Mk. VIII saloon, late 1957, in excellent con-dition throughout, synchromesh floor control; £1,200. SPINK, Ltd., Daimler House, Poole Hill, Bournemouth. Tel. 5405

1957 Jaguar Mark VIII automatic, British racing green, one owner, immaculate condition.
1,350.—Wray Park Garages, Ltd., Reigate. Tel. 2263.
1958 Jaguar Mk. VIII, black/brown leather, automatic radio, heater, 19,000 miles, owner; £1,455.—City Motors George £t., Oxford 48027.

owner; £1,465.—City motors though of the control of

M. J. HUGHES, Ltd., The Highway, Beaconsfield

ATT 1804-1805. Aug., and Highway, Beaconsteld [C2152]

JACK ROSE. Ltd., offer 1958 Mk. VIII fully automatic saloon, duo-tone black and green, carefully driven, almost unmarked condition; accept £1.440.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

1957 (Oct.) Jaguar Mrk. VIII automatic saloon, miles, roduck, brown leather trim, one owner, 19.000, miles, acathed, al. Rd., Cardiff. Tel. 2923 acathed, al

Elmbridge 2254. (C4081 £1375 — Jag. Mk. VIII 1957, this car is literally sion, closed ratio box, high ratio diff. competitive ster-ing, Michelln X tyres, many other extras, 16,000 miles only, taxed December—Hazell's Garge. Chesham Rd.

Amersnam. 1277/8.

1957 (May) Jaguar Mark VIII saloon, one fastiheater, and other extras low mileage, colour pearl
grey, red leather interior, appearance as new, taxed
year, full guarantee; at a remarkably low price of grey, red leather invariants, and a remarkable, year, full guarantee; at a remarkable, year, full guarantee; at a remarkable, 2476.

J. W. D.A.VIS. Belle Hill, Bekhill-on-Sea, Sussex. Tel. J. W. D.A.VIS. Bekhill 2476.

Bekhill 2476.

Bekhill 2476.

Grey Mark VIII Cars Wanted

Bexhill 2476.

Bexhill 2476.

Jaguar Mark VIII Cars Wanted

GEORGE NEWMAN & Company require for cash
low mileage Jaguar Mark VIII cars.—569. Euston

Rd., London, N.W.1. Eus. 4466 (12 lines).

[W3023]

Rd., London, N.W.I. Eus. 1900 (W3023 JAGUAR MARK IX 1959 Mark IX Jaguar, o'd., wireless, power steering, disc brakes, black and Sherwood green, box, twin wing mirrors, Bray engine hater, parting, 2,000 for quick sale.—T. Whitmore, Whitewell Hotel, whitewell, near Clitheroe, Lanes. Tel. Dunsop Bridge 2027

JAGUAR 2.4

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jagu

1956 Jaguar 2.4 SE, blue with blue upholstery, one owner; £1,015.—Kingston-on-Thames. (C1093 TACK FAIRMAN offers:-

1958 Jaguar 2.4 special equipment saloon, fitted brakes, finished to Shert should be also finished

CNK MOTORS offer:-1957 Jaguar 2.4 SE saloon, black/red leather, button radio, wheel trims, recorded mileage 16,000, faultless condition; £1,185.—C.N.K. Motors, 335, Finchler Rd., N.W.S. Tel, Hampstead 5712. (C1052 TOM GARNER, Ltd., offer:

1959 Jaguar 2.4-litre special equipment sln., TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020 HALF WAY AUTOS offer:-

HALF was 2.4; these are special equipment of models in immaculate condition; choice of 2: offered at £995.

HALF WAY AUTOS, Southend Arterial Rd. East Horndon, Essex. Tel. Herongate 394. DHILIP RICKARDS, Ltd., offer:—

1957 Jaguar 2.4 saloon, special equipment, over-drive, Cornish grey, 16,000 mlles, one owner, immaulate; £1,195.—4, Brick St., Park Lane, London, W.I. Grosvenor 4772-5. (2305)

CLARKE & SIMPSON, Ltd., offer:-1957 (April) 2.4 s.e. saloon, Cornish grey, red extras, 25,000 miles, one owner, supplied and serviced by us; £1,195.—49, Sloane Sq., S.W.1. Tel. Sloane 336.

DUNCAN HAMILTON & Co. offer:-

1958 2.4 special equipment saloon, pearl grey/
red interior, disc brakes, overdrive, wire
wheels, stage II tuning, exceptional example; £1,525.

—35, High Rd., Byfiet 3101.

WEYBRIDGE AUTOMOBILES offer:—

1956 Jaguar 24 saloon, marcon with beige leather grant of interior, excellent throughout; £1,045, WEYBRIGGE AUTOMOBILES, Ltd., 50, Queens Rd., Weybridge, Surrey, Weybridge 2253, extn.

GUY SALMON AUTOMOBILES offer:-

1958 Jaguar 2.4-litre saloon, disc brakes, lo.000 miles, one of 1,425.—Portsmouth Rd., Themes Ditton. Ember 551-2-2.

1958 Jaguar 2.4 overdrive, as new; £1,495. BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]
CMI CAR SALES (Primrose 6623) offer:—

1956 Jaguar 2.4, B.r.g.. engine just overhauled.
3 months guarantee; terms. list on application.—
Swiss Cottage, Finchey Rd., N.W.3. [GloS1
WILLIAM GORDON CARS OF COVENTRY offer:—

WILLIAM GONDON CARS OF COVENINY ORE:

1956 Jaguar 2.4 special equipment, one owner, heater, et aparte size only, works maintained, radio, heater, et aparte size of the control of the con

offer: model Jaguar 2.4 overdrive, special equipment, brand and provided by the condition, unmarked: 1.035.—142, Pinchley Rd. N.W.3 (opposite Pinchley Rd. Tube Station). Hampstead 9661. [CS111]
1957 2.4 Jaguar SE, overdrive, one owner, 16.000 miles, black; £1,125.

Motor Co. 2 Jaguar SE, overdrive, disc brakes, one Motor Co. 2 Jaguar SE, overdrive, disc brakes, one Motor Co. 2 Jaguar SE.

Motor Co., Pinner 486.

1958 Jaguar 2.4, mist grev. overdrive, disc brakes, p. 100 miles, one owner, unmarked; £1,475.

WOKING MOTORS Woking 42777 HILL), Ludgy Woking, Surrey, Woking 42777 HILL), Ludgy 1957 Jondition, overdrive, low mileage; £1,185.

TAYLOR & CRAWLEY 428. South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.

1957 Jaguar 2.4 special equipment overdrive SCOTT CARS, 341-347, Finchley Rd. Hamps London, N.W.3. Hampstead 8676-7779, [1] 1956 Jaguar 2.4 special equipment saloon, (COVENTRY & JEFFS, Ltd. Tel. Bristol 5707

1957 2.4 special equipment in B.r.g., fitted over-drive and radio, a one-owner vehicle, in ex-cellent condition; £1,165.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravens-(1834)

1956 (June) Jaguar 2.4 saloon, B.r.g., overdrive, condition throughout; £1,025.

F. GHALLIS, Ltd., Stretford, Manchester. Tel. Longford 2006.

1958 series 2.4 Jaguar saloon; exchanges.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, [C4087]

Mr. Ingoldby.

(C4097)

1956 2.4-litre saloon, grey/red hide, heater, screen washers, excellent; £1.045.—Central Newbury Motors, Ltd. Tel. Newbury 2000.

(C1157)

1957 (April) Jaguar 2.4 special equipment saloon, birch grey, overdrive, 16.000 miles, one owner: £1.175.—Dobsons, Ltd., Tel. Staines 801.

1956 Jaguar 2.4; £995.—Parsons & Parsons Garages), Ltd., Potter St., Harlow, Potter 121.

1957 Jaguar 2.4, 8.E., overdrive; £1.170.—Davies 1957.

Tel. Acorn 73.

2.4 Jaguar saloon, overdrive, one owner, £1.175.—Pembury Car Bales, Ltd., Pembury 394, [1995].

BARTLETT.—Jaguar 1956 SE 2.4 saloon, one own Michelin X tyres, radio, grey and red, small mage: 1965.—27, Pembridge Villas, W.11. Bayson 1953.

1957 mission finished Cotswold blue with a interior, one owner, 22,000 miles.—Hillsborough Gar & Motor Co., Ltd., Bramail Lane, Sheffield 2, 2, 23002.

JAGUAR 2.4

AGUAR 2.4 1957, fitted with Webasto sliding roof overdrive. Michelin X tyres, dove grey with pale interior; £1,170.—10, St. John's Rd., Hove. Tel blue interior; £1,170.—10, St. John's kd., hove, in Hove 39580.

1956 (March) Jaguar 2.4 saloon, radio, head pool lights, grey, grey upholstery, tax year, one private owner; £560.—Rawlings Garage, 87 (Cromwell Rd., Kenshigton, S.W., Frc. 516.) (20. 1957) Dunlop Road Speed tyres, screen washer 19,000 miles, 5 months' guarantee.—Crest Garag Groby Rd. Leicester. Tel. Anstey 2225-6.

1959 geries Jaguar 2.4 saloon, 2,000 miles only applied to the series and the series and the series and the series decreased on the series and the s

Jaguar 2.4 Cars Wanted

OW mileage 2.4 Jaguars wanted.—Pinner Motor Co LOW mileage 2.4 Jaguars wanted.— [W3105]
DUNCAN HAMILTON & Co. urgently require Jaguar
2.4s.—35. High Rd Byfiest 3101. [W1091]
URGENTLY required 1957-8, fitted overdrive.—
Francis Motors, 395. Humberstone Rd., Leicester, 1cl. 68504. [Calla]
ROWALAND SMITH'S, the Jaguar 2.4 buyers; lighest cash prices.—Hampstead High St., N.W. [W4018.R]
6041 JAGUAR 2.4 saloon required, nearly new, consider automatic.—Greenways, 81, Alresford Rd., Wi nester.

[W4087]

[AGUAR 1957 model 2.4-litre saloon fitted with overdrive; state mileage and details, price, etc., no
ealers.—Box 3313.

JAGUAR 3.4

ENLYS, Ltd.

WE have all models of Jaguar For address showrooms see advertisement under J SIDNEY MARCUS, Ltd.

1958 Jaguar 5.4, disc brakes, overdrive. 5,000
Belgravia 3721. Tel.
DUNCAN HAMILTON & Co., offer:—

1957 5.4 special equipment, 10,000 miles oriy. fitted overdrive turbo discs, wing mirrors, etc., extremely attractive; £1,395,—33, High Rd., Byfleet 5101. CHIPSTEAD MOTORS, Ltd., offer:-

1958 (July) 3.4 saloon, overdrive, disc brakes, shock absorbers, anti-roll bar 9.000 miles, as new, £1,595,—142, Holland Park Avenue, W.11. Tel. Park 3445-6-7. GORDON & GLYNN, Jaguar specialists.

1958 Jaguar 3.4 special equipment saloon, fitted grey with red interior, genuine nileage only 5.590, one-owner car with full known history; offered at £1,625.—Gordon & Glynn, 79, Cadogan Lane, Soane Sc., S.W.l. Sloane 836.4017.

GUY SALMON AUTOMOBILES offer:—

1958 Jaguar 5.4 saloon, synchromesh, overdrive special bench seat; £1,575.—Portsmouth Rd., maroon, Ditton, Emberbrook 5551-2-5. (C4001 WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1957 Jaguar 3.4 saloon, grey with red interior excellent condition throughout; 21.395.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queen: Rd., Weybridge, 2233, extn

3.4 Jaguar, 1957, automatic, grey with red interior.

CHARLES FOLLETT, Ltd., official Jaguar retailers.

offer:

offer:

1958 Jaguar 3.4 automatic gear box saloon, cream, supplied new by us; £1,595.

1957 brakes, B.R. green, biscuit upholstery, radio, one owner; £1,495.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair £266.

Sfair 6266.
SERVICE & Stores: Barnsdale Yard, off Eigin Ave.
C2010
JAGUAR 3.4 1958, immaculate, automatic, disc brakes, radio, 6.200 miles only.—Commerce Motor Co.

Tadio, 6.200 miles only,—Gamers (2042 Euston 7273, cream, overdrive, disc brakes, under 1958 3.4, complex f. 1958 -9 (2011) 1958 -9 (2011) 1958 -9 (2011) 1958 -9 (2011) 1958 -9 (2011) 1958 Jaguar 3.4, fully automatic, disc brakes, and the second of the s

1937 £1,675.—Tel. Mr. Bailey Wessex Motoria.
Ltd., Andover 2326.
1958 Jaguar 3.4, automatic transmission. Cotswold.
1958 Diaguar 3.4, automatic transmission. Cotswold blue, disc brakes, Motorola radio, 6,000 miles.
wheel trims and other extras; £1,595.
Pakes, British 1958 racing green apecial red leather upholstery.
Thornton power lock, Motorola radio, wire wheels.
5000 miles, chauffeur kept, titled owner; £1,515.d.,
Woking, Surrey Woking 4277. [C4037]

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### USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

DARTLETT.—Jaguar 1958 3.4 saloon, low mileage, overdrive manual box, disc brakes, blue, as new; £1.550.—27, Pembridge Villas, W.11. Bayswater 0525. [C1013

1958 disc brakes, overdrive, radio, etc., low mile-lid., High Rd., Broxbourne, Herts. Tel. Hoddeson, 4567. Taguar 3.4 saloon, grey with blue upholstery, overdrive, choice of two very nice specimens; £1,365.—Tel. Mr. Hebditch, Wessex Motors, Ltd., Andrew 250.

Fore 2326. [C4097.1]

1957 [14,000 miles, grey and red, perfect condition; 14,000 miles, grey and red, perfect condition; 14,000 miles, grey and red, perfect condition; 15,355; part exchange considered.—Jarvis, Batters, 162066 follow hours). [C2006 perfect condition; 21,375. [C206 miles and the state of the state of

1957 3.4 special equipment saloon, automatic, grey with red, loose covers as new condition: £1,500.—Harold Hamblin (Cars), Ltd., Basingstoke, Tel. 19.

1957 (Oct.) 3.4 saloon. black/red hide, overdrive, adjustable seats, superb condition: £1,435.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157]

Newbury Motors, Ltd. 1et. Newbury 2000.

Jack ROSE, Ltd., offer 1957 (June) 5.4 saloon, in Jack special equipment, almost unmarked condition, carefully used; accept £1,325.—Stafford Rd., Wallington, Surrey. Walliagton 6677. (23086)

carefully used: accept £1.322—Stanora Rd., Wallingson, Surrey. Walliagton 6877.

1958 3.4 Jaguar grey/red, overdrive, disc brakes, Ronis all round, high ratio steering, radio. 18.000 miles, quite perfect. £1.525—Shanks, Pounds, Finham, Coventiry, Tel. 67290. [1034]

1957 3.4 Jaguar, Cotswold blue, overdrive, heater, accept the control of the control

1959 Series 3.4-litre, 5.000 miles only, one owner, special lighting, spot lamps, Koni s/a, as new.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2294.

bridge Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.

1958 (March) Jaguar 3.4 s/e saloon, orthodox
reasons with overdrive, B.r. green with
suede green interior, one owner, 25,000 miles, exceptional condition.—Hilbsborough Garage & Motor Co.
ROSE & YOUNG, Ltd.—1958 Jaguar 3.4-litre special
equipment saloon, low mileage, one owner, automatic transmission and disc brakes, exceptional condition, white with red leather; E.1.485.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham
Hill Station). Tulse Hill 6464.

1957 special equipment saloon, fitted £68 overmaterial equipment saloon, fitted £68 overmaterial equipment saloon, fitted £68 overment at the saloon, fitted for the saloon fitted
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1958 drive, disc brakes, wire wheels, seat covers, cen ewner, 7.000 miles, maroon and red interior, fitted in April 1959, competition anti-roll bar, Koni show absorbers and special exhaust system, with larger down pipes with Servais silencers, with larger outlet pipe straight out the back, this vehicle has never been raced or used in any torm of competition, is as new offers?—Pembury Car Sales, Ltd., Pembury 34, [1554]

REALLY good 5.4 wanted—Marsh. 29, Elvaston Mews, Queens Gate, S.W.7. [1641]
L OW mileage 5.4 Jaguars wanted.—Pinner Motor Co, Pinner 456.

DUNCAN HAMILTON & Co. urgently require Jaguar (W1091)

ROWLAND SMITH'S, the Jaguar 3.4 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. (W4018/R

Wanted, new 3.4 Jaguar, B.r.g. or Cotswold blue, automatic, in part exchange 1957 3.4 Jaguar automatic, radio, heater, excellent condition.—Box 3414, 11955

WILL exchange 1958 Alfa-Romeo Giulietta Sprint, small mileage, new unmarked condition, for a Jaguar 3.4-litre, small mileage, wire wheel preferred.—Box 3386.

### JAGUAR XK120

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar 10656 R

HAROLD WEBB MOTORS, Ltd.

1954 Jaguar XK120, hard top, gun metal grey/ formance: £675.—Romeo Corner, Romford, Essex. Borachurch 48981/2. CHIPSTEAD MOTORS, Ltd., offer:-

1954 model XK120 drop head coupe, in immaculate Park Avenue, W11. Tel. Park 3445-6-7. [C1046 1954 Jaguar XK120 drop head coupe, radio, turbo discs, etc.; £650.—Parnham Motor Co., Ltd., Downing St., Farnham, Surrey, Tel. 4875-4. [C2110]

JAGUAR XK120 drop head coupe, 1954, green, radio, heater, Michelin Xs, never raced or railied, beautiful condition throughout; £595.—Gao, Rhodes & Sons, Biddulph, Stoke-on-Trent. Tel. 5108.

Biddulph, Stoke-on-Trent. Tel. 5108.

395ms.—Jaguar 1951 XK120 roadster, excellent condition; written guarantee terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1953 (Nov.) XK120 d/h coupe, suede green, one cond.; terms; £595 on.o.—R. Nattrass, Kirkby Fleetham, Northallerton, Yorks, Tel. Kirkby Fleetham, 1959 on.o.—R. Nattrass, Kirkby Fleetham, Northallerton, Yorks, Tel. Kirkby Fleetham, 1959 on.o.—R. Nattrass, Kirkby Fleetham, Northallerton, Yorks, Tel. Kirkby Fleetham, 1957 on.o., Northallerton, Yorks, Tel. Kirkby Fleetham, 1959 on.o., Northallerton, Yorks, Northallerton

ROWLAND SMITH'S, the Jaguar XK120 buyers; highest cash prices.—Hampstead High St., N.W.3.

JAGUAR XK140

HENLYS, Ltd.

WE have all models of Jaguar.—For address showrooms, see advertisement under "J PEERLESS MOTORS offer:-

1956 xK140 f.h.c., black, red trim, overdrive, 1956 radio, 27,000 miles, one owner; £995, 1955 wk.140, C-type head, finned drums, wire wheels, radio; £965.—Bath Rd., Slough 25121, [C5165]

CHIPSTEAD MOTORS, Ltd., offer:-

1956 KK140 hard top, 22,000 miles, radio, fog and 1956 spot lights, etc.; £845.
1956 word light drop head coupe, radio, etc., and the spot wery low mileage; £845.—142. Holland Park Avenue, W.11. Tel. Park 5445-6-7.

DUNCAN HAMILTON & Co. offer .-

1955 XK140 d.h.c., grey, red interior, overdrive, £895.—33. High Rd. Byfleet 5101. [C1091]
HENLYS offer with 4 months' guarantee:—

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1956 Jaguar XK140 fixed head coupe, overdrive, one owner, British racing green with green interior: £995 me ewner, British racing green with green interior: £995 me ewner, British racing green with green interior: £995 me ewner, British racing green with green interior: £995 me ewner, New 11 Enchey 0081 9782.

BARTLETT.—Jaguar XK140 drop head coupe, overdrive, wire wheels, one owner, 13,000 miles only.—27, Jaguar XR140, FRC, 14,000 miles only.—27, Jaguar XK140 hard top, small mileage, wire wheels, twin exhaust, radio, etc., excellent condition, choice of 2, from £935.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19, Rusholme 2874.

1955 Jaguar XK140 fixed head coupe, green interior, H.M.V. radio, new Michelin X tyres, taxed Dec., an excellent specimen; £875.

EATON MOTOR Co., Eaton Socon 236 (St., Neots), [C2114]

[C2114]
1957 Jaguar XK140 fixed head coupe, finished in lady owner. Fires as new, this car is immaculate throughout; £1.075.
2 Cocks & Co., Ltd., Cambridge. Tel, Cambridge 4746.

1071 1955 drive, one owner, 20,000 miles, excellent condition; £735.—Ventris, 72, Oakley St., Chelsea, S.W.5. Flaxman 9562.

Flaxman 9562. £875 —1956 (May) XK140 fixed head ccupe, radio, heater, taxed year, Michelin X, excellent; terms, exchange.—Brown, 126, Marsden Rd., Burnley, Tel. 4356.

Tel. 4356. [1779]

1957 Jaguar XK140 fixed head coupe, green green grid, 9:1 comp., C type head, Turbo discs, unmarked, safety straps, etc.; £1,100 o.n.o.—T, Jones, 13. Connaught Place, Weston-S.-Mare. Tel. 5454. [1841]

ROSE & YOUNG, Ltd.—1956 Jaguar XK140 drop head coupe, fitted radio and overdrive, immaculate condition; £945.—65-69. Sternhold Ave., Streatham Hill, S.W.2 (1 mln. Streatham Hill Station). Tulse Hill 6464.

Hill 6464.

JACK ROSE, Ltd., offer: 1956 (October) XK140 fixed head coupe in light grey, 10,000 miles only, almost unmarked condition, with fitted suit cases for boot; accept £1,095.—Stafford Rd., Wallington. Wallington

marked condition, with fitted suit cases for boot: accept £1,095.—Stafford Rd., Wallington. [C5056]
1956 Jaguar XK140 C type head, competition owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one owner, R.B. Litch and gear box, rear springs, one gear spri

BARILETT —Consult us before selling or excha your XK140.—27, Pembridge Villas, W.11.

### JAGUAR XK150

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms, see advertisement under "Jaguar [1064 H

DHILIP RICKARDS, Ltd., offer:-

1958 series Jaguar XK150 fixed head coupe. Cota-miles, immaculate; £1,500.—4, Brick St., Park Lane London, W.L. Grosvenor 4772-3. DUNCAN HAMILTON & Co. offer:

1958 XK150 f.h.c., 7,000 miles, special cqui, nuent, chrome wire wheels, Michelin X tyres, disc brakes. Koni shock absorbers, etc.; £1,550.—35. High Rd., Byfleet 3101.

JAGUAR XK150 full special equipment drop head
Josupe, finished in indigo blue with light blue upholstery and matching hood; fitted with overdrive and
radio; 10,000 miles only, supplied new by us in 1958,
July and maintained since in our works, unmarked
condition: £1,650,
COMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford, Surrey, Guildford 62907. (C/057

JAGUAR 1938 XK150 fixed head coupe, special equipment, overdrive, 4,000 miles, H.M.V. radio, mixt

LARKE, Briar Wood Holss. Briar Hill, Fig. 1,375.

Uplands 9381.

Upands 9581.

1958 (2019) XK156 fixed head coupe, special equipbeater, quite ummarket; £1,555.

WORING MOTORS (MAYBURY HILL), Ltd.,
Woking, Surrey, Woking 4277.

W Woking, Surrey. Woking derr.

1958 Jaguar XK150 hard top coupe, radio and
very reversity, excellent condition; £1.525—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

1958 fixed head coupe, ivory, red interior, radio, seat covers, 3,600 miles only; £1,645.—Johnson & Brown, 268-270. High St., Bromley.
Ravens-bourne 8841.

1959 (April) Jaguar XK150 fixed head coupe. Special equipment model, finished in Cornish grey with red hide upholstery, fitted with overdrive, discorakes, wire wheels, heater, spot lamps, screen washers. etc., very low mileage.

CENTRAL MOTORS (SHEPFIELD), Ltd., Sheffield
29131. [1625]

1958 (March) Jaguar X150 s/e, fixed head coupe, finished cream, red interior, one owner, 15.000 miles, well maintained, excellent condition.—Hillsborough Garage & Motor Co., Ltd., Bramail Lane, Sheffield Z. Tel. 23025.

Sheffield 3. Tel. \$4092.

ROSE & YOUNG, Ltd.—1986 (Sept.) XKE [2020]

ROSE & SEPT.—1986 (Sept.) XKE [2020]

Roy (Sept.) Special equipment fixed head coupe, streatharn Hill Station). Tulse Hill 6464.

1958 (Aprill) special equipment fixed head coupe, fitted road speed tyres, Motorola radio, disc brakes, wire wheels, etc., one director owner only; this car has only covered 7,000 miles from new. finished in car has only covered 7,000 miles from new. finished in car has only covered 7,000 miles from new. finished in Car Lists—Catchill Gasee, Catchill, Bromsgrove, Wores, Tel. Bromsgrove 2236.

Jaguar XK158 Cars Wanted

DUNCAN HAMILTON & Co. urgently require Jaguar
XK150s.—33, High Rd., Byfleet 3101. [W1091]

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88. Piccadilly. Hyde Park 0247. THE Jaguar Showrooms.

50 Jaguars to choose from.

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ROURNEMOUTH (Bournemouth 6314).

### WANTED-SPARES AND SERVICE USED CARS FOR SALE AND

S. H. NEWSOME & Co., Jaguar distributor 1958 Jaguar XK150 f h.c., automatic discs, radio maroon grey leather, 15,000 miles

1958 Jaguar XK150 f.h.c overdrive, discs, radio,

1955 XK140 f.h.c., maroon and beige, many extras

Jaguar S. H. NEWSOME & Co., Ltd., Jaguar Distributors, Corporation St., Coventry, Tel. 25061. [C3145] SCOTT CARS. 341-347. Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676.7779. [C4016] AGUAR Mark VII, 1953, in exceptional condition;

1958 Jaguar Mark VIII, radio, heater, overdrive etc., low mileage, indistinguishable from new

1957 Jaguar Mark VII, radio, heater, overdrive condition: £945.
Lincoln Street MOTORS (B'HAM), Ltd., 1a, Lincoln St., Balsall Heath, Birmingham. Tel. Ca. (C31)

coln St., Balsall Heath, Birmingham, Tel. Cal-thorpe 3751-2-3. [C5155]
JAGUAR S8100 24: £345.—Charlesworth, 43, Laven-Jaguar Mark V, black, good condition; £350.
1951 —John's Garage, Gomshall. Shere 204.

BEARTS OF KINGSTON, Jaguar specialists, Sales, Sale

exchange; consult us now.—these solutions of the bridge 5138.—Saguar November 1946 34;—litre consultations of 2; terms, exchanges and Smith, Hampstead (Hampstead Tube). Hampstead (C40)8.

6041.

1957 (August) Jaguar 3.4 saloon, luxuriously equipped, overdrive, H.M.V. radio, heater and very full interior equipment, ivory with red hide and carpets to tone, Turbo wheel discs, twin fog lamps, a really immaculate example; written guarantee; £1,345.

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GOAD Jaguar required immediately.—G. Kdwards,
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118.

JAGUAR 2.4 and 3.4 saloons wanted for cash or part
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NEW 541 R saloon.

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Harrow. Tel 6225-6. (0073/R GODFREYS, Ltd.—Spares and service for Jowett and Bradford specialist repairs.—228-234, London Rd., Croydon (Cro. 3641); Bushwood Corner, Leyton-stone, E.I. (Wan. 5101-2); Ia, Highgate Rd., Kentish Town N.W.5 (Gul. 7761).

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1954 Lagonda 2-door Tickford sports saloon, grey/ red. radio, spots, etc., exceptionally well maintained; £1,225.—23. Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. HENLYS offer with 4 months' guarantee:-

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1954 Lagonda 3-litre Tickford 2-door saloon coupe, green and cream with beige interior: £1.195. HENLYS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Hyde Park 9151.

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A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rusholme [2211]

LG45, good condition, new tyres, battery, etc., space wanted; offers.—Ladbroke 123, [C307]
1952 Lagonda salcon, silver grey with grey leather upholstery, this car is in perfect condition, having done only a low mileage; £675.—Moorwell Motors, Ltd., Cardiff, Tel. 24694. [1909]
1951 (June) Lagonda d.h. coupe, low mileage, very clean appearance and good condition, colour bronze with red leather, written guarantee; £575.—Clayton's Cars (London). Ltd., 17. Bruton Pl., London, W.I. Hyde 9184.

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7889.

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1953 Lanchester 14 salcon, one owner, green with the state of the salcon, one owner, green with the salcon, one owner, green with the salcon, the salcon, one owner, green with the salcon, the salcon, one owner, green with the salcon, the s

ANCHESTER 14-53 black saloon, Conquest body, new Lengine fitted by Daimlers, new tyres, heater and covers. In beautiful condition, one previous owner, taxed; £470.—For. 1425. [1590]

covers. In beautiful condition, one previous values cases; £470.—For. 1425.

Lanchester Reda 14hp de luxe saloon, 1954 series, a genuinely immaculate specimen in condition almost as brand new throughout, one very careful owner since new, silver-grey coachowork with super quality blue hide interior, usual extras, we have just given this car a condition of the most descrimination and load of the condition of the

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1951 (May) Humber Pullman limousine, black, with spotless fawn cloth rear, full widdh occasionais, electric division, heaters back and front, nearly new tyres, recent complete overhaul; 2725.—Annito's, Lied. (Escablisher 1906), 243-245a, Lewishand Way, S.2.4. Titleway 3169.

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A LPE & SAUNDERS, Ltd., require Limousines.

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Bayswater 1861.

1951 Mercedes 170V saloon, luxury car, unrepeat-DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, Tel. Gladstone 7175, JACK SMITH offers:—

1956 (July) Mercedes 300C automatic saloon, black-ing condition; £2,50—23, Eruton Place, Berkeley Sq. London, W.1. Mayfair 0861. C. S. HALL, Ltd., offer:—

EXPECTED shortly, Mercedes-Benz 2208, registered 1959, with virtually no mileage, finished in dark grey; details on application.—302-306, King St. W.6. Riverside 2881.

BLACK & WHITE GARAGES.

BLACK & WHITE GARAGES.

THE Midlands' leading specialists for Mercedes-Benz cars, al. models.

TRAINED mechanics. finest service, spares, accessories; guaranteed used Mercedes often on offer send for lists. Distributors for Bosch and Hella Electrical Company of the Company of

1955 180 saloon, black, cloth interior, moderate mileage, 2 owners only, absolutely unmarked, bargain; £895.—11, Fitzroy Sq., W.1. Euston 7811. HAROLD RADFORD & Co., Ltd.

1957 Mercedes 2208 convertible, 11,000 miles; 23,250. 
1957 Mercedes 2208 saloon, 2,400 miles only; BROOKLANDS OF BOND STREET. 
[C4147]

ONDON Distributors.

1957 190SL coupe, 9,000 miles, fitted hard top, soft top, radio, extra passenger seat; one owner; 103. New Bond St., London, W.1. Mayfair 8351.

ELMBRIDGE MOTORS, Ltd., offer:-

1956 (Sept.) 2208 saloon, low mileage, Bosch radio, with electric aerial, numerous other extras, immaculate: £1,595.

1954 type 300 4-door convertible, low mileage, the eather upholstery, radio, perfect example of a very rare magnificent car; £1,895.—Kingston By-Pass, Tolworth. Elimbridge 251,895.—Kingston By-Pass, Tolworth.

R. S. MEAD (SALES), Ltd., offer:-

1955 model Mercedes 300B de luxe, black, srey 36,000 miles only by 2 owners, Reutter seat, radio, 15,000 miles only by 2 owners, excellent tyres, spare unused; 21,595.—R. S. Mead (Sales), Ltd., 42, cheer St., Maldenhead, Tel, Maldenhead 341-2. [C3021 CHARLES CRUICKSHANK MOTORS

MERCEDES-BENZ distributors, Somerset. Glouces-ter and Wiltshire.—The Centre, Bristol. To

220S saloons, choice of colours

1905L convertible.
190 saloons, choice of colours.
MERCEDES-BENZ Service Specialists, Bristol.
[0474, R

MAYFAIR COUNTRY CARS offer:-

1958 Mercedes 1908L, hard top/soft top, Becker emment owner 25,750 miles, red, one emment owner 25,750 miles, red, one ATPAIR COUNTRY CARS, 47, Montrose Place, GUY SALMON AUTOMOBILES offer:—

1957 Mercedes-Benz 300SC fuel injection 2-door convertible with fully disappearing top, has every possible extra and cost over £6,000 new, genuine 11,000 miles only and is in faulties condition: £3,350.—
Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5, (Ca00)

B. J. HUNTER, Ltd., Austin agents, offer:-

1955 Mercedes 180 saloon, unmarked, fitted special B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel, Gladstone 6303. (70304) TAYLOR & CRAWLEY, Mercedes-Benz distributors

OFFER new:-

220S saloon, choice of colours.

190SL coupe.
GUARANTEED used cars:-

Type 300SL coupe, very low mileage, immaculate condition; £2,680.

1956 Type 180 Diesel, low mileage, radio, carefully maintained; £1,135.

1956 Type 220A, 22,000 miles, one owner, Becker £1,475.

1.475. (November) Type 2208, radio, hide leather, 1955 (very carefully maintained; 21.595, 1955 tributor throughout; 21.055, 1955 tributor throughout; 21.055, 1939 condition, one of the most elegant cars we have guer affered; £526.

TAYLOR & CRAWLEY, 42a, South Audley St., (entrance Adams Row), Mayfair, W.1. Gro. 6881. DENHAM MOTORS (EAST MOLESEY), Ltd., offer:-

300B (October) 1955 Mercedes-Beng, finished in black, grey, hide interior, radio, heater, etc., as new, one owner, very low mileage; £2,150.—Molesey 545. Series, superb condition, Decca radio: £1,850.—Tel, Southend 40801.

CAMBRIDGE MOTORS, Mercedes-Benz distributors for the whole of Essex, invite you to inspect:—1957 2208 saloon, blue with grey upholstery, radio.

1957 2208 saloon, blue with grey upnoistery, radio.
1954 radio.
180 saloon, cream with red upholstery, radio.
180 saloon, cream with red upholstery, radio.
181 saloon, cream with red upholstery, radio.
182 services with red upholstery, radio.
183 services chelmsford Tel. Chelmsford 4881, Evening services Chelmsford 51617.
184 EVEDEDS Type 500SL sports coupe, 77,000 miles only, whole car like new; £2,295.

185 W. BINNS (LEEDS), Ltd., 207-307, Meanwood Chelmsford, 7. Tel. Leeds 31814.
186 Mercedes 1700, £500 sport engine, back sale, 182 services 184 sale, 184 sa

1949 Mercedes-Benz 170V, radio and heater, a n clean car; £295.—Spicers Car Sales, 1 1947 clean car; £280.—species (C413) Hitchin 2057. 1957 Mercedes-Benz 220A saloon, finished in blue with blue leather, nominal mileage, virtually as new; £1,425. THOMPSON-DOXEY, Ltd., Mercedes-Benz main THOMPSON-DOXEY, Ltd., Mercedes-Benz Tel-agents, 109-139, Eastbank St., Southport, Tel-

THOMPSON-DOXEY, Ltd., Mercedes-Benz man and the state of the state of

1938 (August) Mercedes-Benz 220e saloon, finished mid-green with biscuit trim, one owner, 11,000 miles only, fitted feutter reclining seats, tailored seat covers, twin spot lamps, H.M.V. push-button radio, screenwash, an opportunity to purchase one of the finest vehicles ever produced in the world at well below its new price, incomparable condition throughout; price £2,100; part exchanges welcomed; confidential hire surchase arranged.

VENDORCARS, Ltd., 112-114, Abbeydale Rd. Sheffield, 7. Tels. 51451 and 53671.

Mercedes-Benz Cars Wanted

BARTLETT.—Consult us before selling or exchanging vour SL or 1908L Mercedes.—27, Pembridge Villas. W.11. Bayswater 0525. ROWLAND SMITH'S, the Mercedes buyers, ighen-cash prices.—Hampstead High St., N.W., Ham. 6041.

Mercedes-Benz Spares and Sarvie (W016ZP
MERCEDES-BENZ (GREAT BRITAIN) Ltd., sales service and spares, Great West Road, Brentford, Middlesex. Isleworth 2151.

New Mercedes-Benz engines available from stock for the following models: 300, 300B and 300St. —Cambridge Motors, Springfield Rd., Chelmsford 4881.

MESSERSCHMITT
MPHW for all miniature cars, new and used.—
25. Piccadilly, W.l. Ger. 6055.
CONCESSIONAIRES for U.K., including spares.
Codhi, Scooters (Assemblies), Ltd., 80, George St.,
London, W.l. Hunter 0609. GEORGE CLARKE pay most. Tul. 3211.

GEORGE CLARKE pay most. Tul. 3211. [0434/R]
PRIDE & CLARKE—best buyers.—Brixton 6251. [W3068]
1958 Messerschmitt, pass examination, cash, no. 1699
ROWLAND SMITH'S, the Messerschmitt buyers; highest cash prices.—Hampstead High St., N.W.3. [W4018/R]

Ham, 6041.

Messerschmitt Spares and Service

PRIDE & CLARKE.—Stock spares; quotations; any
part by return post; c.o.d.; easy payments; trade
supplied.—Stockwell Rd., S.W.9. Brixton 6251.

(83068 B

CAR MART, Ltd.
SOLE London Distributors.

OFFER with six months' guarantee. £635.—Metropolitan 1500 hard top, radio, heater, CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [Clo39]

H. BEART & Co., Ltd., offer:-

1958 Metropolitan fixed head coupe in duo ke35.—102. London Rd., and High St., Kingston Thames. Kingston 3348.

WARWICK WRIGHT, Ltd., offer:-

1958 Metropolitan hard top, red and ivory, radio
MARWICK WRIGHT, Ltd., Lord's Court. St., John's
Wood Rd., London, N.W.S. Cunningham 6050. GLANFIELD LAWRENCE, Ltd., offer:-

1958 Metropolitan, immaculate condition throughout; £645.-407, High Rd., N.12. Finchley [C2053

1958 Metropolitan hard top, yellow and white, motor co., Northwood 3271.

1730 new commission, 2003.

1058 Metropolitan convertible, usual extras, black and white, 6,000 miles only, United States export model: £685.

A UTO SERVICES (CHELSEA), Ltd., 107, Kings Rd., Clelsea, S.W.3. Flaxman 6633.

1058 Metropolitan convertible, yellow and white, Metropolitan convertible, yellow and white, one owner; £665.—City Motors, George St., Oxford 484027.

ROWLAND SMITH'S the Metropolitan buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041

M.G. MIDGET

DICKS. 1949 M.G. TC sports 2-seater, much above average condition: £395.
1947 M.G. TC sports 2-seater, recent reconditioned engine; £325.
DCKS CAR SALES, Ltd., Exeter Rd., Kilburn. Tel. Gladstone 715-12 Again. SWANMORE GARAGE offer:

MANNORE GARAGE offer:—

M.G. TD sports 2-seater fitted every conceivable extra including lugage carrier, all over tonneau cover, aero sereens, screen washers, heater, demister, triple horns, Turbo discs, spotlights, badge bar, water-fall of the samous marque; £455.

M.G. TC sports 2-seater, red with red leather interior, special p.v.c. hood and all over tonneau, very sound mechanical condition, good tyres all round, pleasing to the eye; £295.

1176 Bournemouth. Tel. Southbourne 43344-5.

PARADE MOTORS (MITCHAM), Ltd., offer:—

1957 M.G. A. red/red, fitted radio, heater, detachable hard top, luggage carrier and many other 25 M.G. A. black/red, fitted detachable hard top, heater and many other extras, low mileage, in really superb condition; £785 M.G. TD, red/red, absolutely immaculate; £445.

DART exchanges and hire purchase welcomed. PART exchanges and hire purchase weaconstant of the parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3592,7188.

1953 (M.G. TD, grey, red leather, taxed, excellent condition, extras; £440.—Tul. 3280. [1895]
1955 (Gardens, Avenue Elmers, Surbiton, [1750]
1947 (M.G. TC, beautiful example, in olack, many extras; £359.

1953 —Bradatock Motors, Ltd., Farlands £383.
1953 —Bradatock Motors, Ltd., Farlands £383.

TC M.G., 1946, carefully maintained and very reliable; £345.—Willesden 2760, evenings. f1940 1953 M.G. TD, new engine, hood, taxed, no dealers; [1950]

1952 TD. red, mechanically good, vynide hood; 2420.—14, Rosslyn Ave., Aston, near Shef-

1932 £420.—14, Rosslyn Ave., Aston, near Sheffield.

1947. red. windtones, grid. rear overriders,
thermometer, good; £220; quick private sale.—
1953. M.G. TD, grey, radio, heater, spots, loggage rack, a rasky sound car; £465.—1645.

£3 15.—M.G. TO, 2-seater 1947, mint condition
£463.—1948. TO, 1953.

CRESSCARS, Ltd., 156, High Rd., East Finchley, N.2.
Tudor 9372

M.G. TDII, 1953, finest in country, immaculate, red.
1946. (Dec.) M.G. TO, 2-tone black and hotel
1947. The sandridge, 2-tone black and hotel
1948. The sandridge, 1948. The sandridge, 2-deck
Rendall, Ltd., 203. Righ St., Harlesden, N.W.10. Elgar
3775.

1946. (Aur.) M.G. TP 2-seater, red, beige leather,

3275. [2056]
1954 (Aug.) M.G. TF 2-senter, red, beige leather, car; £575.—Gibsons Sports Cars, Lyndhurst Rd. Christchurch, Hants. Tel. Higheliffe 2275. [C2109]
1345 [11-1947 M.G. TC sports 2-seater, Immacune wityres, overhauled engine, specially tuned, choice

two others. worknuded engine, specially tuned, choice two others. WOOD GREEN (Established 1897).—100

LAMBS OF WOOD GREEN (Established 1897).—100

Larry, written guarantee: exchanges; easiest terms. Williams of the control of the c

Lampstead (Hampstead Tube). Hampstead 6041.

\$350 - 1248 (Oct.) M.G. TC 2-seater (C4018 C4018 C4

ROWLAND SMITH'S, the M.G. Midget buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041

M.G. MAGNETTE

LEX WEMBLEY COURT MOTORS.

1957 M.G. Magnette Varitone, low mileage; £875. LEX GARAGES, Ltd., High Rd., Wembley, Middx. [1693]

H C. PAUL, Ltd.

1958 M.G. Magnette Varitone saloon, 14,000 miles. Bruton Place Berkeley Sq., W.1. Mayfair 0621-2. (73040

1958 (March) Magnette, black, green hide, 14,000 miles, Motorola twin speaker radio, mirrors, lamps, washers, etc., taxed December, gleaming specimen; £975.

CNK Hampsted 5712.

Tom GARBER, Ltd., offer:—

1955 (Oct.) M.G. Magnette saloon, black, heater, 24,000 miles; £695.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2655-6-7. [C2020 PETER BANTOCK CAR SALES offer:—

1958 M.G. Magnette, Varione duo grey/red hide, 5,000 miles only, literally as new; £985.—104, High Rd., Chiswick 2725/6870. [C1014]

1957 M.G Magnette (manumatic) saloon, grey.

miles: £850. WRIGHT, Ltd., Lord's Court, St. John's WarWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

1956 M.G. Magnette, immaculate condition; £758. BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [Clo27.

1958 M.G. Magnette Varitone saloon, duo grey, CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 340, ex. 28, -35, Magnette ZB, twilight (2030).

1958 series M.O. Magnette ZB, twilight (2030). The BLACK HORSE GARGE, 174-176, Sheon Rd. Richmond 6441.

M.G. MAGNETTE

CHIPSTEAD MOTORS.—See display panel page 41.
[C1046] 1958 Magnette, grey, 15,000, radio, Ace discs, 1954 Magnette, grey, 5,000, engine, excellens throushout; £810, through through

1955. in elephant grey, a beautiful machine for [1861]
1957. M.G. Magnette səloon, heater, dark grey with maroon interior; £875.
PASS & JOYCE, 184, Great Portland St., W.I. (2305)

1959 (Feb.) M.G. Magnette ZB saloon. twilight miles, as new; £1,045.

M.G. Magnette ZB saloon. birch grey, red leather, one owner, genuine 2.000 miles, as new; £1,045.

M.G. Magnette ZB saloon. birch grey, red leather, one owner, genuine 15,000 miles, as new; £9,40.

miles, as new; £1,045.

1958 M.G. Magnette ZB saloon, birch srey, red new: £946 (July) M.G. Magnette ZB saloon, Varitone, 2004 (July) M.G. Magnette ZB saloon, Varitone, genuine 2.2000 miles; £850.

1957 dual grey, red leather, radio, etc., one owner, genuine 2.2000 miles; £852.—Gib-zons Sports Cars, Lyndhurst Rd., Christchurch, Hants, 2005 M.G. Magnette ZB saloon, red, beige leather, one owner, genuine 20,000 miles; £825.—Gib-zons Sports Cars, Lyndhurst Rd., Christchurch, Hants, 2005 M.G. Magnette ZB saloon, every carefully 1956 used; £745.—Northways Garage, Finchley Rd., Swiss Cottage, N.W.3. Primrose 2177. [C3026] M.G. Magnette Robert M.G. Swiss Cottage, N.W.3. Primrose 2177. [C3026] M.G. Magnette Varitone saloon, duo grey, marcon upholstery, radio, wing mirrors, 24,000 miles £925.

1957 M.G. Magnette varitone saloon, duo grey, marcon upholstery, radio, wing mirrors, 24,000 miles £925.

1958 £949.—Prids and Clarke, Ltd., Stockwell 7d., S.W.9, Brixton 6251.

1957 Rein M.G. Magnette saloon, black with red in 1958 £949.—Prids and Clarke, Ltd., Stockwell 7d., S.W.9, Brixton 6251.

1955 M.G. Magnette saloon, black with red in 1955 reconditioned engine, dark grey grey; £925.—Eton Garages Windows 2286.

1955 M.G. Magnette, radio, finished in blue, one other condition: £789.—Hendon Way Motors, 395-5, Hendon Way, N.W. & Hendon Hendon Way, N.W. &

guaranteed.
ALTWOOD GARAGE, Altwood Rd., Maidenhead
Tel Listlewick Green 70; evenings and week-ends
Littlewick Green 3076.

A Tel Listlewick Green 70; evenings and week-ebus, Littlewick Green 3076.

JACK ROSE, Ltd., offer 1957-8 (October) Magnette saloon, 4,800 miles, in cherry red and beige trim, litted manumatic control; accept £945.—Stafford Rd., wallington, Surrey, Wallington 6677-8. (C3056 1955) Magnette, radio many other extras. 2055. has been seen and the control of the control

PARADE MOTORS (MITCHAM), Ltd., offer 1955
M.G. Magnette saloon, black and red, excellent
condition, throughout, Edward and red, excellent
formulation, throughout, Edward and red, excellent
formulation, burner, Tell Mitcham 3592/188, (5306
Mitcham, Surre, Tell Mitcham 3592/188, (6306
Mitcham, Surre, Landing Mitchellin X tyres,
year's licence, to be confused with the ordinary
run of the null type a magnificent specimen of this
marque; £629 o.n.o.—SRs. 5234, [1860]

5.25 cm. M.G. Magnette 1956 export salom bree maron leather. Ind. heater street washer exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead 6041.

Hanpstead 6041.

1957 (May) Magnette saloon, 20,000 miles only.

Rickander conversion, Servals exhaust, etc.,

radio, heapstrance and order; written guar; £895.—

Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

M.G. Magnette Cars Wanted

ROWLAND SMITH'S the M.G. Magnette buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. MAGNETTE saloon required, nearly new, immediate payment.—Greenways, 81, Alresford Rd., Wind

chester.

Excellent cash price offered for good M.G.

Magnette.—H. F. Edwards, 28-31, Upper
High St., Epsom, Surrey. Epsom S511.

NEARLY new or small-mileage M.G. Magnette
Wanted for cash or part exchange.—Green &
Zonis, Ltd., 246-252, Deansgate, Manchester, 5, pp.

1, 2028.

BOON & PORTER, Ltd.

1958 (Aug.) M.G. A I'h coupe, blue, 5,000 miles.

CASTELNAU, S.W.13. (Nr. Hammersmith Bridge.)
(C1022

# USED CARS FOR

JAMES SPENCER, Ltd., offer:-

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1957 M.G. A sports, finished in red. fitted with in beautiful condition; £785 JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex. 4263/6209. (C4134

TARVIS OF WIMBLEDON, 100% B.M.C. dealers. 1958 M.G. A Roadster, red/red, heater, washers, 12,700 miles, one owner (B.M.C. warranty);

MORRIS House, Morden Rd., S.W.19. Ltb, 8221. CMI CAR SALES (Primrose 6623) offer:-1958 M.G. A 2-seater, white, radio, heater, lug-

3 months' guarantee; terms, list on application.—
Swiss Cottage, Finchley Rd., N.W.3. [C1051 DENHAM'S GARAGE (ESHER), Ltd. offers:-NEW twin cam hard top coupe, unregistered, list price.-107-111, High St., Esher, Surrey Tel. 2021.

TANKARD & SMITH (CHELSEA), Ltd., offer:

1958 M.G. A sports, blue, heater, wire wheels, one owner, exceptional condition; £895.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman (2002) CHIPSTEAD MOTORS.—See display panel page 41.

C1046

M.G. A coupe. Island green. Michelin X tyres, heater, immaculate, one owner; £875.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159]

1958 mileage.—Tel. Mr. Bailey, Wessex Motors, Ltd. Andower 2326.

M.G. A 2-seater roadster, 1958, mileage under 500; £895.—Albon's Garage (Shenfield), Ltd., Shen-field Rd., Shenfield, Essex. Tel. Brentwood 380, [1804

1958 M.G. A coupe, red with black upholstery, for lights, 6,000 miles; £975.
UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1, Grosvenor 4141.

1958 (Aug.) M.G. A 2-seater sports, blue, 4.800 miles only, Michelin X tyres, heater, etc., as new.—The Bucks Motor Co., Ltd., Aylesbury 2264, [1359]

1957 M.G. A hard top, many extras, one owner, original condition; all facilities; part exchanges...
J. S. Monro, Newbury Rd., Andover 3672-3. [C3150]

1959 M.G. A sports roadster, 5 weeks old, finished old English white, black upholstery, 1,500 miles only, absolutely brand new; accept £850.—Tel Beeston, Nottingham 257760 or 258055.

1957 (September) M.G. A coupe, black with red windscreen washers, radiator blind, immaculate throughout and guaranteed; £850.—Campbell Symonds, wenbley £52

Wembley 6262.

M.G. A. 1956, 20,000 miles, radio, chrome luguage
M.G. A. 1956, 20,000 miles, radio, chrome luguage
M.G. A. 1956, 20,000 miles, radio, chrome luguage
M.G. A. 1956, 20,000 miles, radio, chrome
M.G. A. 1956, 20,000 miles, radio

M. G. A twin cam, 145 miles only, in ivory, red upholstery, competition seats, adjustable steering columb, taxed for the year, this car is brand new, the customer has failed to take delivery, now being offered under delivery price.

THE WESTOVER GARAGE, Ltd. Bournemouth 6061. [1104]

ROWLAND SMITH'S the M.G. A buyers; highest cash prices.—Hampstead High St., R.W. Hampstead High

H. C. PAUL, Ltd.

16000 miles, M.G. 14-litre saloon, one owner, 2495...32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2, [C3040

1947 TC, green, immaculate, retrimmed; £365. 1958 first registered TD, red, fast, extras; £445.

TOULMIN MOTORS, 543, Staines Rd., Hounslow, (795/78

1951 M.G. 1½-litre saloon, fitted radio, in perfect condition throughout; £425.

PREMIER MOTORS, 369, Well Hall Rd., (73685) BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102 Lendon Rd., Kingston. Tel. (10082/R

Kin. 3548.

UNIVERSITY MOTORS, Ltd.. guaranteed cars always available.—80, Ficcadilly, W.1. Grosvenor [0396/R]

1936. (Series) 17/10/52 M.G. 1½ Y.B. series, dark recon, engine, taxed year and an excellent example of these desirable small cars; £465.

LTWOOD GARAGE, Altwood Rd., Maidenhead.

Littlewick Green 70; evenings and week-ends, Littlewick Green 70; evenings and week-ends, and the control of th

M.G. Miscellaneeus Cars Wanted

ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R 6041. [W4018/R
S. H. RICHARDSON & SONS, Gold Star Garage, Moor
Lane, Staines. Coinbrook 2259.
ANY model, any year, any condition; cash on the
spot, part exchanges, h.p. accounts settled. [W4151]
URGENTLY required, 1947-59 M.G. saloons and 2seaters.—Gibsons Sports Cara, Lyndhurst Rd.,
Christchurch, Hants. Tel. Higheliffe 2275. [W2109] TOULMIN MOTORS,

M.G. specialists.

SALE

AND WANTED-SPARES

M.G. specialists.

SOLELY M.G. cars, sales and repairs: most comprehensive range of M.G. spares in the cumtry; open bensive range of M.G. spares in the cumtry; open stock; largest c.o.d. spaces in the cuntry; open stock; largest c.o.d. spaces in the country; open stock; largest c.o.d. spaces in the country; open Monday to Saturday.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, M.H. G. Saturday, 10349, R. Hounslow, M. H. G. Saturday, 10349, R. Hertfocks of London, W.L. Gross, 4410, factory.—7, Hertfocks of M.G. spares, most parts in stock for all models 1936 onwards, including valves, suides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive dynamos, lead springs, wheels, hubs, vertical drive queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5085.

MORGAN

DARADE MOTORS (MITCHAM), Ltd., offer:-

PARADE MOTORS (MITCHAM). Ltd., offer:—

1955 Morgan Plus Four, TR2 engine, 2-seater, green immaculate. 2885.

1954 Green immaculate. 2885.

PARADE MOTORS (MITCHAM). Ltd., Monarch tense of the control o

ROWLAND SMITH'S, the Morgan buyers: highest cash prices.—Hampstead High St., N.W.3. Han6041.

BASIL ROY Ltd., require for cash or part exchange for any make.—161 Great Portland St. M. 1977.

MORGAN 4 4 II with Ford 100E engine; state price and where car can be seen.—J. Huggins 21. Abingdon Rd., Cum nor, Oxford.

BASIL ROY, Ltd., official spare parts stockists, service and repairs.—13. Great Portland St. W.1. Langham 7753.

MORRIS MINOR

MORRIS MINOR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6821, offer:—1958 throughout; 2:575; hire purchase facilities

W HAROLD PERRY, Ltd., 1105-1111, Migh Rd., Whietstone, N.20, Tel, Hillside 6621, C3042

1957 Morris Minor 1000 2-door saloon, grey, re upholstery, recorded mileage 7,650, heater

1957 Morris Minor 1000 de luxe 2-door saloon, heater; £345, red upholstery, recorded mileage 2,600, H. A. SAUNDERS, Ltd., 836-842, High Rd., North Flinchley, N.12, Hillside 5272 (8 lines). [C4092 RICHARD & GAYTON, Ltd.

1957 Morris 1000 Traveller, one owner, heater, low mileage, immaculate; £629,—100-106, Peck-ham Rye, S.E.I.S. New Cross 2563. (C4142 DAVY, Ltd., Morris agents;—

1957 Minor 4-door de luxe saloon, one owner, guaranteed; 2610.

1958 Minor 2-door saloon, one owner, 14,000 miles, the material of the saloon one owner, 14,000 miles.

£595. 180 –184, Kensington High St., W.S. Western 7181 68, North Row, Marble Arch, W.1. Hyde 2311 (C1065 PHILIP RICKARDS, Ltd., offer:-

1957 Morris Minor 1000, 4-doot de luxe, green, 1955 Morris Minor 1000, 4-doot de luxe, green, 1955 Morris Minor saloon, 2-door de luxe, £855, one owner; £475,—4, Brick-St., Park Lane, London, W.1. Grosvenor 4772-3, WARWICK WRIGHT, Ltd., offer:—

1956 Morris Minor convertible, fawn, red uphol-1956 stery, heater, 19,000 miles; £455. WARWICK WRIGHT, Ltd., Lord's Court, 8t. John's Wood Rd., London, N.W.8. Cunningham 6050,

WEYBRIDGE AUTOMOBILES offer:-

1958 Morris Minor 1000 de luxe saloon, dark green grey interfor, many extras, 12,000 miles, immaculate throughout; 5580.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2255. Ext. 20, 164024

WARWICK WRIGHT, Ltd., offer:-1955 Morris Minor 4-door saloon, grey, heater; £465.
WARWICK WRIGHT, Ltd. 393. Edgware Rd., N.W.2. Gladstone 0041.
1957 Morris Minor 1000 4-door de luxe saloon.
MILESTONES SERVICE GARAGE, Ldd., 308, ETHER Rd., Bekleyheath. Tel. Erith 2499 & 2629, page 1950. MORRIS MINOR

AND SERVICE

1958 Minor 2-door luxe, looks, runs like new; £600, below. 1957 — Smith & Hunter, 376, Kensington High St., W.14, Western 2512.

w.14. Western 2512.

1955 Morris Minor convertible, heater, good condition; £395.—Tel. Gre. 0176.

1957 Morris Minor 1000 2-door de luxe saloon.

1958 Morris Minor 1000 4-door de luxe saloon.

1958 Morris Minor 1000 2-door de luxe saloon.

103050
1957 Morris Minor 1000 saloon, registered November '56, black, excellent condition; £525.
GARAGE SERVICE Co., Ltd., 9, Hoop Lane, Golders Green, N. W.11. Speedwell 441.
£325.—1950 (Aug.) 2-door saloon, good condition.
Bowman's Garage, Weybridge 3265.
[C1143]

YES-but if it's Morris-ti's Sparks of Streatham Hill, S.W.2. your mail depot.-Tulse Hill 3434.

S&S MOTORS.—1955 Morris Minor, excellent condition, only one careful owner; £450.—244.

1014. 3 dition, only one careful owner; 2430.—rag.
1025 morris Minor 1000 Traveller, Clarendon grey red interior, heater, etc., one owner, low mileage.
114 morris Minor 1000 traveller, Clarendon grey careful control of the control

1955 Morris Minor 4-door saloon, fitted heater wing mirrors, etc., black, immaculate con-

A SCOT SERVICE STATION, High St., Ascot. Berks.

A SCOT SERVICE STATION, High St., Ascot. Berks.

A scot 1649. 1954 Morris Minor de luxe 2-door saloon, black immaculate condition, many accessories

1754 immaculate condition, one owner; £525.—
MET Garages, 409, Kliburn High Rd., Tel. Matda Vale.
(S15)

MET Garages, 409, Kilburn High Rd., Tel. Rantos Agol, Company Company

Tel. 4965.

MINOR. 1956, 2-door saloon, undersealed, heate under 14,000, new battery, licensed; £465.—Tat 1102, 7 p.m. or weekend, [188]

£450.—1955 2-door, black, heater.—Lawton-Good Broadway, N.W.2 Gladstone 2226, Crickiewood Broadway, N.W.2 Gladstone 2226, miles, undersealed, exceptional conditions. £59,000 miles. undersealed exceptions. £59,000 miles. £59,000 miles. Undersealed exceptions. £59,000 miles. £59,000 miles. £59,000 miles. £59,000 miles. £59,000 miles. £59,000 miles.

MOTORS, Ltd., Queen's Head Garage, End Rd., N.3. Finchley 6236 (3 line

1956 Morris Minor 4-door de luxe saloon, claren-thoroughly recommended: £515, 1957 Morris Minor 1000 2-door saloon, black with 1957 red upholstery, an immaculate car through-

out: £825.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220

Cricklewood Broadway, London, N.W.2. Gladstone
2234. Open week-days 8 a.m. to 6 p.m. (C200c

1957 Minor 1000 2-door de luxe, excellent through-out: £515.—Red Rics, 58, Battersea Bridge Rd., S.W.11. Battersea 6171. 1956 Minor Traveller de luxe, 19,000 miles, extra include undersealing, perfect specimen of single ownership; £560.—Byfleet 3740. [1951]

1957 (Sept.) Morris Mirror 1009 4-door de luxe. 13,000, taxed; E610. THE BLACK HORSE GARAGE, 174-176, Sheen Rd. Richmond 6441.

1 Richnood 6441. [CIII.6]
1953 Minor convertible birch grey. extras, immediate throughout: £418.—21, Pilgrim St., Nelson, Lancs. Nelson 875 evenings. [I718]
MINOR convertible de luxe, December '55; £460
0.n.o.; new hood, many extras.—Radley, 5, 4an-brugh Hill, S.E.S. Waterloo 5000, extension 5237

1956 Morris Minor convertible, one owner, Alexan-L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon.— (C1076

1956 (March) Morris Minor 2-door de luxe saloon, 1956 (18,000 miles, one owner; £485.—C. W. J. Coles, Ltd., adjoining South Croydon Station. Croydon 10714.

1955 Series Morris Minor, 2-door de luxe saloon, new; £465.—Ascot Service Station, High St., Ascot, [Cl.188]

1956 Morris 1000 2-door, black, Downton engine conversion, 8.8 compression, twin carbs, H.F. silencer and box, anti-roll bars, 4,400 since conversion; £565.—Wray Park Garages, Reigate 2265.

1957 Morris Minor Travellers, black with red leather, with heater, under 20,000 miles, in first-class order: £615.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649.

957 model (reg. Nov. '56) Minor 1000 de luxe saloon, dark green, grey interior, wing mirrors, taxed; £545; gurantee, terms, exchanges.—Halls (Finchley, Ltd., Odeon Parade, N.12. Hillside 1044. [1854

1951 Minor tourer, green with beige interior, ex-etc.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead, 3430.

MORRIS MINOR

1957 Minor 1000 2-door de luxe, turquoise, 7,000

Ward & Co. (Putney), Ltd., 5, Upper Richmond
dd., Putney, S.W.IS. Vandyke 1077. [1961

Rd., Putney, S.W.15. Vandyke 1077.

1958 (August) Morris 1000 2-door de luxe, bird.

1

1945 Morris Minor de luxe saloon, reconditione engine, unmarked paintwork and interior Late.—Kirkdale Cars, Kirkdale, Sydenham, S.E. 26 Sydenham 6129.

Sydenham 6129.

1955 | Morris Minor Traveller de luxe, really excel-ent condition throughout, one owner; £510.— Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham (2208 1958 Minor 1000, 2-door, light green, one owner garage, Finchley Rd., Swiss Cottage, N.W.5. Prim-rose 2177.

1958 Morris 1000 convertible, cream, Alexander conversion, heater, fog lamp; £595,—Lankester Engineering Co. I.td., 39-43, Eden St., Kingston, 10046/R

SMT—No deposit h.p. terms available on a wide range of vehicles.—Shepton Mallet Trans-port, Ltd., 55, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7685.

port. Ltd., 58, Wilson St., Finsbury Sq., London, E.A., Tel. Monarch 7685.

545 gns.—Morris Minor 1957 1000 de luxe saloon, 1957 1000 de luxe saloon, 1958 1000 de luxe convertible, sandy 1958 1000 de luxe convertible, 1958 1000 de luxe convertible, 1958 1000 de luxe convertible with 1958 1000 de l

### Morris Minor Cars Wanted

ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. [W4018/R MORRIS Minor 1000 Traveller's car required, nearly new.—Greenways 81, Alresford Rd., Winchester. [W4087]

BEST cash or exchange price.—Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051. (W3093) SMT St, E.C.2 (Monarch 7685), offer immediate cash for any make. [W4157]

cash for any make.

### Estate Cars. Ltd., the Utility Specialists, urgently require Minor Travellers.—441, Upper Richmond Road West. East Sheen, S.W.14. Prospect 7648-3, (0422/R.)

MORRIS 8 & 10

1948 Morris 8E, engine overhaulet, very sound; 6225.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312.

HENLYS offer with 4 months' guarantee:

1957 Morris Cowley saloon, green with green in-terior; £695. HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [2002]

1957 Growley, taxed to the end of the year, green, 1957 grey inside; £645.—Euston 3538. [1336] 1955 whorris Cowley saloon de luxe, heater, heater, see the seed of the seed of

Merris Cewley Care Wanted

BEST cash or exchange price.—Fremier Motors, 295,
Lewisham High St., S.E.15. Lee Green 1951.

[W3093]

MORRIS OXFORD

Morris Oxford Travellers car, finished in Clarendon grey, fitted heater, a very serviceable car; £475.—13, Bishopsbridge Rd., W.Z. Ambassador 8268. DAVY, Ltd., Morris agents:-

1959 Oxford III saloon, duo colour, floor change, 3,500 miles, one owner, as new throughout;

£795. 180-184, Kensington High St., W.8. Western 7181. 180-88, North Row, Marble Arch, W.1. Hyde 2311. [C1069

H BEART & Co., Ltd., offer:-

1958 Morris Oxford saloon, finished in duo green with green interior; fitted radio, one owner; £765.—102. London Rd., and High St., Kingston-on-thames. Kingston 5348.

PHILIP RICKARDS, Ltd., offer:—

1958 Morris Oxford series III saloon, black, 12.000 miles, radio, one owner immaculate, £785; part exchange, deferred terms.—4, Brick St., Park Lane, London, W I. Tel. Grosvenor 4772-5. [C3051 WARWICK WRIGHT, Ltd., offer:-

1955 Morris Oxford saloon, beige, heater; £495. WARWICK WRIGHT, Ltd., 393. Edgware Rd., N W 2 Gladstone 0041. [C4137 DETER BANTOCK CAR SALES offer:-

1957 Morris Oxford Phase III. fitted manumatic grey with red trim. ir. excellent condition throughout, one owner; £695.—104. High Rd., Chiswick 2725,6870. (C1014

1953 Morris Oxford de luxe, low mileage; £445. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228, [C4111

BROADWAY MOTORS, Hounslow, of

1951 Morris Oxford, l.h.d., finished in moon grey, fitted heater; £299.—Hanworth (Hounslow East Tube), Middx. Hounslow 6203

1958 Series III Morris Oxford, duo-tone, heater, radio, other extras; £785.—Below. Series I Morris Oxford Travellers; £475; London Rd., Enfield, Middx. Enfield 3950. [C5135]

London Rd., Enfield, Middx. Enfield 3950. (C5135)
1958 miles: £310.
CHARLES RICKARDS, Ltd., 56 Bayswater Rd., W.2.
1955 Morris Oxford with heater, radio; choice of the following states of the control o

S&S MOTORS.—1955 Morris Traveller, exce condition, 2 owners from new; £550.— 1956 Morris Oxford, black, red leather, heater, one owner, in good condition; £985.—F. W. Kerridge, Alton 2224.

R. HARDY & SON, Ltd., offer 1957 Morris Oxford Saloon, black with red interior; £695.—Goring-by-Sea 43344.

1952 Morris Oxford, reconditioned engine, perfect condition, heater; £385.—Bradstock Motors, [C1090]

1958 (June) Morris Oxford, duo tone birch grey, red, one owner, 8,000 miles supplied by us THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441.

PARKHOUSE CAR SALES. Ltd., 289, London, Rd., Romford 43542. 1956 Morris Oxford saloon, black with red in-dierior, radio and heater, one owner; £565. —Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fre-mantle 6373.

1770 1957-8 Morris Oxford series III saloon, Clarendon grey/steel blue, duo tone, 10.000 miles: E765,—Richard France, Ltd., 252-254, High Rd., Totten-ham 0353.

ham 0355.

1957 Morris Oxford, black, heater, low mileage, King Motors, Ltd., Ford Dealers, Mitcham Lane, S.W.16, Streatham 3133-4-5.

Oxford Travellers, 1958 series IV: also 1957 series III and 1956, 1955, 1954 in stock.—Pedigree Estate Cars, 340, Euston Rd. N.W.I. Euston 7889.

OCT. '55 Oxford saloon, dark green, leather upholosterns, exchanges,—Halls (Finchley), Ltd., Odeon Parade, N.12. Hillside 1044.

1956 one owner, excellent condition throughout; E565.—Vernon Balls (Roborn), Ltd., 100, High Holborn, W.C.1. Cha. 5076,

Morris Oxford Cars Wanted
OXFORD saloon required, nearly new.—Greenways,
81, Alresford Rd., Winchester. [W4087 BEST cash or exchange price—Premier Motors, 2
Lewisham High St., S.E.13. Lee Green, 10
ALMOST new Oxford required immediately.—Mor 76, Cambridge Rd., Kingston. Kingston 885

POWLAND SMITH'S, the Oxford buyers; high

ROWLAND SMITH'S, the Oxford buyers; house cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R 6041.
State Cars, Ltd., the Utility Specialists, urgently require Oxford Travellers.—441. Upper Richmond Road West. East Sheen SW.14. Prospect 7638-9.

JACK SMITH offers:-1957 automatic Morris Isis Travellers car de luxe, Bruton Place, Berkeley Sq., London, W.1. Mayfair [C4082]

1957 Morris Isis Series II saloon, green, heater, 7 OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

Tom Garner, Ltd., 10-12, Peter St., Manchester, 20, 1957 (Sept.), birch grey with grey, 15,000 miles, on garages, Maldenhead 2149. (C2119 1957 series III, floor change, also several 1956/w. 1955.—Pedigree Estati Cars, 340, Fuston Rd., N.W.I. Euston 7889. (C3055 miles; £530.—Woodcote Motor Co., Lvd. (Morris distributors). Epsom 1234. (C4143 Jack RoSE, Ltd., offer 1958 Isis de luxe saloon in grey, right hand gear change, 13,000 miles, one owner, almost ummarked condition: accept £785.—Stafford Rd., Wallington, Surrey Wallington 6877.

Morris Isis Cars Wanted

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cash prices.—Hampstead High St., N.W.3 Mines
6041.

Estate Cars, Ltd., the Utility Specialists, urgently
require Isis Travellers.—441. Upper Richmond
Road West East Sheen, S.W.14 Prospect 7648-9.
(OSDI. R.

Morris Spares and Service muine spares and special services in the MORRIS genine spares and special services in the west find and special services in the West find and special services in the MORRIS AND COMPANY. Cleveland Garage.

S. MORRIS AND COMPANY. Cleveland Garage. Cleveland St. Tel. Mus 1932.

DARKER'S MOTORS (LONDON), Ltd., Tel. Baham 6666, for Morris spares, sales and service.—692.

Baham High Rd., S.W.17.

HARDY & SONS, 55, Marylebone High St. W.I.

Experienced for nearly a century, complete verhauls and, coachwork our speciality; exchange critical control of the company of the complete spares and accessories.—Hunter 0942 [055.8]

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SCOTT CARS.

1951-2 Nash Rambler, 23hp, right-hand drive, scott CARS, 341-347, Finchley Rd., Hampstead, London, N.W.S. Hampstead 8676/7779 [Collis 1955] Nash Rambler saloon, r/h drive, due tone check the country from the co value at £795.

SWANSWELL GARAGE, White St., Coventry. Tel. [1722]

MPHW obel Spares and Service
MPHW will service your Nobel.—London workshops: 38, Princes Place, W.11. Park
[S3156]

OLDSMOBILE

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1951 Oldsmobile 98, automatic transmission, radio, heater, in excellent condition through-

ndio, heater, in excenent consistent and control of the control of

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LEX—sole distributors in the U.S., require good
used post-war Oldsmobiles.
LEX GARAGES, Ltd., 2, Lexington St. Piccadilly
Grieva W1 Gerrard A600 (0971/&
SIMPSONS OF WEMBLEY, 345, High Rd., Wembier
3903 891/4422. Top prices.

REPAIRS and Service by Sole U.K. distributors.

LEX at 46-50, Gloucester Ave., Regent's Park,
PRIMROSE 0161.

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1951 Opel Kapitan I.h.d. saloon. excellent appearance; very attractive at £375.
1950 Opel Olympia saloon, l.h.d., very economical;
Dicks CAR SALES, Ltd., Exeter Rd., Kilburn.
Tel. diodstone 7175.
£150—1949 12hp Opel Olympia l.h.d., drop head, cabriolet, excellent mechanical condition. very clean, h.p. terms arranged.—Hampstead 7871.

LANCASHIRE, Cheshire and North Wales distributors, service, Cheshire and North Wales distributors, Cheshire, Che

CAR MART, Ltd. PANHARD

OFFER with 6 months' guarantee

£750—Panhard Dyna saloon left-hand drive.
CAR MART, Ltd., 220. Euston Rd., N.W.1. Euston 1212.
WORTHING MOTORS, Ltd., Panhard distributors for Sussex, Broadwater Rd., Worthing T. Worthin

1958 (November) Peugeot 403 saloon, blue. Miche-like new: £1.025, terms, exchanges.—The Lorraine End. Co., Ltd., 29-30, Elyaston Mews, Queens Gate, Style Ruddenburger (Selection of the Company of the

wasnirs and once sates of the wasness and once the control of the

PR

19 6655.

19:

mobiles, 45c, Holland Park Mews, W.H. Fark [C3061]
1957 (Oct.) Peugeot 203 saloon, grey grey trim.
maculate car: £695.—Beard & Son, Ltd., Abington
Avenue, Northampton, Tel. 1426. [2040]
1954 Peugeot 203 saloon, in really excellent condition throughout, loose covers, screenwasher,
Michelin X tyres; £450.—Ballamy's Garage. Affred
Place. Worthing: Tel. Worthing 5769. [1276]
1958 Peugeot 403. superb condition:
1058 Peugeot 403. superb condition. [1276]
1059 Peugeot 403. superb condition. [1276]
1059 Peugeot 403. superb condition. [1276]
1069 Peugeot 403. superb condition. [1276]
1069 Peugeot 403. superb condition. [1276]
1076 Peugeot 403. superb condition. [1276]

WANTED, 203 station wagon.—Ballamy's Garage, Altred Place, Worthing. Tel. Worthing 5769.

**PLYMOUTH** 

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1955 Plymouth, radio, heater, in outstanding condition throughout.
SCOTT CARS. 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676,7779. [C4016

1958 Plymouth Belvedere, r.h.d., push-button one owner, 4,000 miles; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704, Park 9704,

Plymouth Cars Wanted
SIMPSONS OF WEMBLEY, 345, High Rd., Wembley
3903.8691, 4422. Top prices. [W4015]

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1953 Pontiac, radio, heater, very low mileage, in Cotte CARS, 341-347. Finchley Rd., Hampstead, Loudon, N.W.3. Hampstead 8676-7779. [Ca016 1959 virtually brand new Pontiac, only one in the country, Pontiac Catalina pillarless sports coupe, fantastic performance, beautiful lines, automate trait-winsion, private sale; under list price, 25,150.—Box 3595.

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SIMPSONS OF WEMBLEY, 345, High Rd., Wembley
3903-8691/4422. Top prices. [W4015
Pontiac Spares and Service
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BARTLETT. THE Porsche buyers and stockists, offer delivery from stock of new 1959 coupes, standard and super, literature on request; demonstrators available; of the standard coupe, standard coupe, standard coupe, standard coupe, standard coupe, chick of 2, from 2950; Porsche 1956 standard coupe, chick of 2, from 2950; Porsche 1300 coupe, l.h.d., £595.—27, Pembridge Villas, W.11. Bayester 0525.

water 0523.

1959 model Porsche 1600, red, black trim, owner, radio; £1,850.—L.A.P. Motors, Stamford Hill, N.16. Sta. 2288.

Stanford Hill, N.16. Sta. 2286.

V&F -1956 1600 Super counciliton through the standard Hill, N.16. Sta. 2286.

La75.- V. & F. Montager counciliton through the standard Holes Standard Hol

GILLIE TYRER, Porsche distributor for 7 counties, offers immediate delivery new 1600 cabriolet and fixed head coupe, standard or super; also used 1600 coupe; trade enquiries invited.—Supermotors (Liverpool), Ltd., Oakhill, Lydiate, Nr., Liverpool, Porsche Cars Wanted

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V&F MONACO MOTORS, buy good Porsche.—363, Fulham Rd., S.W.10. Flaxman 4536. (W4141

XXX Excellent cash price offered for good Porsche.—H. F Edwards, 154, Great Titch-field St., London, W.1. Langham 0012. [W2003

Persents Sources and Specialised Rd. (near Glouester Rd. Station), London. S.W.? Termantle 4414

SILVERTHORNE MOTORS, Ltd.

1958 Princess Mark IV, automatic, power steer-one owner, as brand new; £2,80,—11, Fitzroy Sq., W.I. Euston 791L, Euston 781L, Euston 781L, Ca011 RACING CARS

COOPER Climax Mk. XI, 1100cc, res. 1956, ready prepared for this season, excellent cond.; £795

R. & F. GRADWELL, Ltd., Waterloo Rd., Blackpool.

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GEORGE CLARKE pay most. Tul. 3211.

PRIDE & CLARKE—best buyers.—Brixton 6251.

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VEADING MOTORS, Ltd., offer:

YEADING SHOTZER 12,000 miles only, one owner, spot-1957 Dauphine. 12,000 miles only, one owner, spot-less; £595.—Yeading Lane, Northolt. Viking [1774]

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Is here for inspection and demonstration, also the following new and used Renaults:—

1957 Dauphines, one red, one French blue, 18,000 miles from new, from £575.

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1954-55-56-57 750s; from £375.

NEW Dauphines and 750s immediate delivery.

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1957 Renault 750. one owner; £495.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,

[C4111] CPUR GARAGE, Renault agents, offer:-

1957 Dauphine, blue fitted Derrington speed con-etc., a car for the orbinshest; 2975.

YEW Dauphine for linearist delivery, cars can be finished by us in our special duo-colour scheme.— 39, Hartfield Rd., Wimbledon, S.W.19, Liberty 4000.

R ICHARDS & CARR, Ltd., are always best value.

1957 Dauphine, blue, one owner, radio, electric heater, other extras excellent; £575.
1956 P50 de luxe, exceptionally well kept car in 1955 Fregate Amiral, outstandingly well kept, two wners, genuine 31,000 miles; £525.
1953 P39. recent clutch and brake overhaul, good throughout, £315, blue particular and particular and produced by the product of the product of the product of the particular and product of the product of th

ST. BOTOLPH'S GARAGE, Renault distributors

Offer:—Some body of the state of the year, £625; blue with blue, windscreen washers, taxed for the year, £615, etc., etc.

1956 Fregate, sunshine roof, overdrive, Atlantic Fregate, sunshine roof, overdrive, Atlantic New cars, immediate delivery, red and grey.—12, Magdalen St., Colchester, Tel. 2853.

1953 Renault 750. Leater radio, excellent condition, sen London; offers.—Box 5418. [2054 CHARLES FOLLETT, Ltd., Officially Appointed London Distributors, offer:—
1956 Renault 759 saloon, grey, 13,000 miles, one HOWROOMS 18, Berkeley St., London, W.1.

SERVICE & Stores: Barnsdale Yard, off Elgin Ave., (2010)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1958 cwner. in excellent condition throughout, guaranteed, at £550.

guaranteed; at £550.

1957 Dauphine, 18,000 miles only, colour red;
£565.—Bowman's Garage, Weybridge 3265.
[Cl143

WELHAM'S, Renault Sales and Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Est. 1909 1959 750 saloons de luxe, Ferlec clutches, blue, 1958 Dauphine saloon, Ferlec clutch; £675. 1956-7 Dauphine saloon, green; £525.

1955-0-7 750 Saloons de luxe, from £375.

1957 Renault Dauphine, in perfect condition to throughout; £595.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey, Tel. 4875-4. [C2110]
1954 Renault 750 saloon, magnificent, guaranteed; £325; payments,—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1319.

Mews. S.W.7. Fro. 1319.

1957 Renault Dauphine, blue, 20,000 miles, one owner, really good condition; £595.—Kerridge, [C3118] 1958 Renault Dauphine saloon, unquestionable con-ottion; exchanges.—Wessex Motors, St. Cros. Rd., Winchester. Tel. 5555, Mr. Mitchell. [C4087]

1950 cition; exchanges.—Wessex autours, St. Cross Rd., Winchester. Tel. 5555, Mr. Mitchell. [C4087]
1958 Dauphine saloon, only 6,000 miles, finished full engine modifications and suspension; £675.—Rudds, full engine modifications and suspension; £675.—Rudds, full full. Etc. Worthing 17775-4. [1976]
1957 Renault Dauphine. fitted automatic clutch, many extras including leather skin type seat covers, saxed year, fully guaranteed; £555.

Beschill 2476. [1678]
1958 (tolly) Dauphine, blue. 8,500 miles, modified to 1959 standard, one owner, perfect; £525 on.o.—Jones, Turnpike Cottage, Warminster. [761]
2268.

DARNEHURST GARAGE. Ltd., always have a large selection of guaranteed used Renault cars.—
Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 715 and 9159, [0134-R 495gns.—Renault Fregate 1955 saloon, ice blue, heater, screenwashers, whitewall tyres, exceptional; written guarantee; terms, exchanges.—Rowland Smith, below:—Screenwashers, very good condition; written guarantee; choice of 4; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Goldin, Hampstead (Hampstead Tube). Hampstead 6041,

6041. [C4018

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1953 (September) Riley 2½-litre sports saloon, one with mad of the rare Riley 2½-litre sports saloon, one with mad of the rare Riley 2½-litre sports saloon, black and grey, THOMPSON-DOXEY Ltd., 109-139, Eastbank St., Southport. Tel. 56934-5-6.

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1940 Hooper Wraith, black and blue, black leather, 1940 Hooper Wraith, black and blue, black leather, and blue, black leather, and blue, black leather, and blue, black leather, excellent condition.

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1954 Rolls-Royce Silver Dawn, duo grey, crey
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1958 Advanced Rolls-Royce Silver Wraith, Park
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1950 Mard, owner-driver sports saloon, no division,
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Silver Cloud saloon, P.A.S., 8 to 1 comp.,
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Purchase terms. EXCHAIRCES.

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Seven passenger Wraith, also 1947/1954 Silver Wraith
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[M1082/R

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N.W.2. Gladstone 0041. [C4137
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1944 perfect.—Chesham (Bucks) 1964. 1948 Rover 16 saloon, heater, sun roof, immacu-late; £285.—Bridge Motors. Leatherhead [C1136]

1938 Rover 14 saloon, taxed December, recent re-conditioned engine, clean, black; £125.— Bray Motors, 180-184, West End Lane, N.W.6. Hamp-stead 6490.

stead 6490.

Rover 10, 12, 14, 16, 20 Wanted

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WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. TOM GARNER, Ltd., offer:-

1958 Series Rover 60 saloon, grey, heater, 4,000; TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriats 9265-6-7. [C2020

HENLYS offer with 4 months' guarantee:-1957 series Rover 60 saloon, one owner, black with red interior; £1.025. HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. httls://de.6666.

HENLYS, Ltd., 958-964, High Rd., North Findings, N.12. Hillside 6666. [2014]
1956 Rover 80. heater, black, immaculate conditions, 2845.—Hillside 5244. [C0120, C0120, C012 ROWLAND SMITHS, the Rover 60 buyers; highest 6041 St. N.W.3. Rum. 6041 St. N.W.3. Rum. 6041 St. Rover 60.—H. F. Edwards.—154. Great Titch field St. London. W.I. Lunkham 0012. (W2005 W2005)

### ROVER 75

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous.

1954 (il.11.53) Rover 75 saloon de luxe, grey loose covers, heater, mirrors, new total guaranteed anileage 27,700 only, in perfect condition throughout, fully guaranteed; 2715.

16. North St., Leighton Buzzard. Tels. 2561/2496. (C4140

RAYMOND WAY offers:-

1950 Rover 75 saloon in black with grey leather and has been maintained with infinite care; fitted heater, windscreen washers, spot lamp, etc.; in the heater, windscreen washers, spot lamp, etc.; in the heater, windscreen washers, spot lamp, etc.; in the make;

300 first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6044. H. BEART & Co., Ltd. offer:-

1953 Rover 75. black with brown hide, superbly maintained by only one owner: £635.—102, London Rd, and High St., Kingston-on-Thames. [C1081

HENLYS offer with 4 months' guarantee:-

HENLYS ofter with 4 months' guarantee:—

1956 Rover 75 saioon, one owner, grey with red
HENLYS, Ltd., Renlys Corner, North Circular Rd.,
N.W.11. Frnchley 0061.9782. [2010

1955 Rover 75, radio, heater, excellent condition;
SCOTT 1888 341-347, Finchley Rd., Hampstead
SCOTT 1888 341-347, Finchley Rd.,
N.W.3. Hampstead 2575.—Barrnes, 315, Finchley Rd.,
N.W.3. Hampstead 225.—Barrnes, 315, Finchley Rd.,
N.W.3. Hampstead 225.—Barrnes, 315, Finchley Rd.,
1958 (October '57) saloon, black/red upholstery,
Ings Garages, Maldenhead 2148. [G211

1955 Rover 75, black, one owner, excellent condi-tion, small mileage; £815.—Rogers Garages, M, High Rd., Chiswink 6780.

1955 (May) Rover 75, green, one owner, low mile-age, heater; £800.—Blue Star Garages. Chelsea Cloisters, S.W.3. Ken. 1226.

1955 Rover 75, radio and heater, very carefully used; £865.—John Campbell Motors, Ltd., Holloway Rd., N.7. North 4441/6666. [C1036]

1948 Rover 75 6 light saloon, black, grey interior, a quality car for £343.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490, [C1024]
1955 (March) Rover 75 saloon, black, red leather, corded mileage 31,002, £725.—Beard & Son, Ltd. Abitation Avenue, Northampton Tel. 1426.

ton Avenue, Norrhampton. Tel. 1420.

1958 (August) Rover 75, fawn parchment, 7.000 miles. as new £1,150, exchanges. h.p.—Holland & Hollands Lid. Tel. Alsager (Stoke-on-Trent) 406-7.

Trent) 406-7. [1955]

1956 Virtually brand new, mileage only 460 because model, dove grey; £1,150,—Benson, 34, Talbot Place, Sheffield 2. [1669]

SMT—No deposit h.p. terms available on a wide port, Ltd., 58. Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7685.

1956 Rover 75 saloon, one careful owner, 18,000 miles, black/red interior, immaculate condition; £975.—Wheeler's (Newbury), Ltd., The Broad-Way, Newbury 1020.

way, Newbury 1020.

1952 Rover 75 for sale in Paris, left-hand driven perfect condition, £550-400.—Write J. O. Tallot, 49. Highland Ed., Andover, Massachusetts, U.S.A. [128]

AZ MOTORS offer 1953 Rover v5 saloon, beautiful perfect, exceptional value; £575! Also 1948 4725.

sports saloon. 2551—Falmerston Rd., N.W.6. Mail 1958 Rover 75 saloon, black with red leather, 5.00c miles only, fitted H.M. V. radio, one over-car in unmarked condition; 21.295.—Harold Hamblin (Cars). Ltd., Basingstoke. Tel. 19. (C2143 £529!!!—1951 Rover 75 de luxe saloon, not the usual worn out model but a beauty, just like a Rover should be, spotless throughout; drive this you must buy it; choice also 1948, 1950 and 1954 models. Witten guarantee: exchanges; easiest terms.—421-425. High Rd., Finchley. Finchley 6222. [C2052 £465 —1951 T5 P4 saloon, Rover maintained for professional engineer owner; find a better one if you can; A.A. or R.A.C. inspection invited: terms to suit and exchanges.—Coacherait, Elm Rd., Evesham. Tel. 2773.

545 gms.—Rover 75 1953 P4 de luxe saloon, leather. guarantee; choice of 2; terms, exchanges, list; open 9-7 week-days and Sauridays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C305]

\$\$\$464 (Humpstead Tube). Hampstead 6041. [C4018 \$6645 !!!-1953 Rover 75 saloon, dark green with green hide, one owner, complete engme and gear box overhaul with relined brakes by Rovers in Peturaty this, year, since when the car has done just over 2.000 like as a wallable, write for fully descriptive profession of the car has done just over 2.000 like as a wallable, write for fully descriptive CaMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire-purchase terms, exchanges. [C1035]

Rover 75 Wanted

SMT -Shepton Mallet Transport, Ltd., 58, Wilson St., E.C.2 (Monarch 7685), offer immediate cash for any make. [W4157

XXX Excellent cash price offered for good Rover 75.—H. F. Edwards, 154, Great Titch-field St., London, W.1. Langham 0012. [W2003

### ROVER 80

HENLYS, Ltd

WE have all models of Rover; for addresses of showrooms see o'r advertisement under Rover miscellaneous [0470 R]. A. SAUNDERS, Ltd.

1955 Royer 30 saloon, duo grey, grey upholstery, H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchey, N.12. uilliside 5222 (8 lines). [C4092]

1955 Rover 90 saloon, fitted with all extras, including H.M.V. radio, finished in black with real leather interior, faultiese condition and beautifully maintained, unrepeatable at £825.—Gordon & Glynn, 79. Cadogan Lane, Sloane St., S.W.1. Sloane 8326, 4017.

H. BEART & Co., Ltd., offer:-

1955 Rover 90 saloon, black with red hide, superb car in every way; £825. 1956 Rover 90, duo grey, fitted H.M.V. radio, sup-plied by us, chauffeur maintained; £995. 102, London Rd., and High St., Kingston-on-Thames, King-ston 5348.

WARWICK WRIGHT, Ltd., offer:-

1956 Rover 90 (overdrive) saloon, black, red upin white similar mileage.
WARWICK WRIGHT, Lord's Court, St. John's
Wood Rd. London, N.W.S. Cunningham 6650.

AZ MOTORS offer 1954 Rover 90 saloon, delichtful
condition, unblewished, heater, gift; £6951Palmerston Rd., N.W.S. Mat. 4729.

CLARKE & SIMPSON, Ltd., offer: 1955 Rover 90 saloon, black, green leather, 5.9 axle, sun roof, seat covers, fog lamp, a one owner car, in original and immaculate condition; £845.—49. Sloane Sq., S.W.I. Tel. Sloane 0456. (Clo48

PROWN'S GARAGE (LOUGHTON), Ltd.

1955 Rover 90 saloon de luxe. 26,000 miles, one owner; £850.

BROWN'S GARAGE (LOUGHTON), Ltd., High Rd., | C1034

HENLYS offer with 4 months' guarantee:

1958 Rover 90 saloon, one owner, grey with red Interior; £1,245, HENLYS, Ltd., Paraway, Regent's Park, N.W.1. [2000]

1956 series Rover 90 saloon, black; £950.—Odeon 103028

[CS028]
1957 Royer 90, overdrive, 20,000 miles, choice of A FREEMAN. Lid., Grosvenor Garage, Burbage Lane, Levenshulme, Manchester, 19, Rusholme 2874

1954 Rover 90, black, one owner, original condi-tion; £725.—Odeon Motors, Ltd., Bar. 1144.

1955 Rover 90, radio, in outstanding condition throughout: £825.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046.

dish Rd., N.W.8. Willesden 0046.

1954 Rover 90 saloon, black with red leather, 1954 Ritted heater, wing mirrors, etc., outstanding condition throughout, £725.

McLaREN & COX. Ltd., 928, High Rd., North Finchley, N 12, Tel. Hillstde 0560,6506-8.

1956 Rover 90, sage green, green leather, with year; £995.—F. K. Kerridge, Alton 2224. [C3118 700] mis.—1954 Rover 90 saloon, duo green, Servo, where tyres, immaculate and faultiess—34, Erownlow Rd., N,11. Bowes Park 4365.

1954 (September) Rover 90, dual grey, one owner, addiscombe Rd., Croydon. Addiscombe 3066, [C1076 Ag0 - Rover 90 saloon 1954, one owner, H.M.V. addis, addis

1954 (June) Royer 90 saloon, green, green leather, acceptable of the control of t

1956 model Rover 90, light grey, blue leather, ally and appearance; 2595.—Northways Garage. Finchley Rd., Swiss Cottage, N.W.3. Primrose 2177. [CS026 https://doi.org/10.1001/j.cs.250...] Primrose 2177. [CS026 https://doi.org/10.1001/j.cs.250...]

A TWOOD GARAGE, Altwood Rd., Maldenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 70; evenings and week-ends, Cl107

1959 mats, radiator b.ind, etc., special black/dove grey finish, red leather, bucket seats, 72,000 mles, Gute seats, 82,000 mles, Rd. Albans 54857.

guite as new, cost £1,800, accept £1,400 or offer—
St. Albans 54837.

£895!!!—Rover 90 saloon 1956 series, duo grey
maintained and serviced by Rover agents in this area,
very good history, moderate mileage which can be
suthenticated, a really mice car.

£50 other cars available, write for fully descriptive
CAMDEN MOTORS, Leighton Buzzárd 2041. Open
until 8 p.m. Open Sundays 10 a.m. to 1 p.m.
Unrestricted hire purchase terms. Exchanges. [C1035

1958 (May) Rover 90 saloon, duo-beige, radio,
R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead
£1,252.—
R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead
£1,252.—
£245.—1936 80 saloon, overdrive, H.M. [730]
£245.—1936 80 saloon, overdrive, M.M. [730]
£245.—1936 80 saloon, overdrive, M.M. [730]
£304.—1936 80 saloon, overdrive, M.M. [730]
£305.—1936 80 saloon, overdrive, M.M. [730]
£306.—1936 80 saloon, overdrive, M.M. [730]
£307.—1936 80 saloon, overdrive, M.M. [730]
£308.—1936 80 saloon, overdrive, M.M. [730]
£309.—1936 80 saloon,

Rover 90 Wanted

ROVER 90 saloon required, nearly new.—Greenways, 81, Alresford Rd., Winchester. [W4087

A LMOST new Rover required immediately.—Morley. 76. Cambridge Rd., Kingston. Kingston 8885. [W3016]

R OWLAND SMITH'S, the Rover 90 buyers; high-st cash prices.—Hampstead High St., N.W.5. Ham. [W4018/R]

6041.

ATE model low-mileage Rover 90 required to fill definite enquiry.—H. F. Edwards, 28-54, Upper High St., Epson, Surrey. Epson, 5611. | IVZ001

GEORGE NEWMAN & Company require for cash low mileage Rover 90 cars.—569, Euson Rd., London, N.W.I. Eus. 4466 (12 lines). [W3023]

### ROVER 105

TACK SMITH offers: 1957 Rover 1058. duo grey, 18,000 miles, exceptional condition; £1,265.—23, Bruton Place. Berkeley Sq., London, W.1. Mayfair 0661. [C4082]

H. A. SAUNDERS, Ltd.

1957 Rover 105R saloon, grey, red upholstery, re-radio; 21,195 H. A. SAUNDERS, Ltd., 836-842, High Rd., North Pinchley, N.12. Hillside 5272 (8 lines). [C4092

J. DAVY, Ltd., Rover agents.

1958 Rover 105S saloon, one owner, H.M.V. radio, tully guaranteed; £1,345. High St., W.8. Western 180-7181, 68, North Row, Marble Arch, W.1. Hyde

SILVERTHORNE MOTORS, Ltd.

1958 105R de luxe, 8.000 miles only, black, tan Sq., W.1, Euston 7811. [C4011

MAYFAIR COUNTRY CARS offer:-

1957 (July) 1058, superb condition, low mileage, one owner: £1,150.—47, Montrose Place, C3088

WARWICK WRIGHT, Ltd., offer:-

1957 Rover 105R saloon, green, green uphols Tadio and heater, 13,000 miles; £1,225 WARWICK WRIGHT, Ltd., Lord's Court, St. Jo Wood Rd., London, N.W.S. Cunningham &

GUY SALMON AUTOMOBILES offer:-

1957 Rover 105S saloon, green, overdrive bucket seats, 12,000 miles, as new; £1,2: Portsmouth Rd., Thames Ditton, Emberbrook 52-5.

1957 (Dec.) Rover 1058, dual grey, sunshine roof, TAYLOR & CRAWLEY, 42a, South Audiey St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.

A PRIL 1958 Rover 105S, green, one owner, 3,000 miles only, as new; £1,395.—Rickmansworh 2214.

1957 105R de luxe saloon, heater, radio, immacu-late; £1,125.—Bridge Motors, Leatherhead

1958 Rover 105S saloon, green, fitted overdrive: Motors, Ltd., Andover 2326. Wr. Hebditch, Wessex (C4087)

1957 Rover 105R de luxe, one owner, immaculate motor car; £1,175.—Harris Mayes & Co., Watford 24026.

1959 Series 105 saloon, in dual-tone blue and miles only, as new; £1,445.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravens[1832]

ROVER 105R de luxe saloon, grey, red upholstery, fitted radio, 11,000 miles only, one meticulous owner; £1,195.—Campbell Symonds, Arnold 2246, (C1037

1957 (March) Rover 105R saloon, grey, fully automatic, heater, radio, etc., a superb car, £1,185.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040.

1957 (Oct.) Rover 105R automatic de luxe saloon, £1,175.—Philip Foster, 106, High St., Uxbridge, Tel. 4202.

1957 (August) Rover 105S, duo grey, overdrive, no one careful owner, immaculate condition; £1.250.—Pinner Motor Co., Pinner 456.

1958 (Sept.) Rover 1058, green with green bide £1,395.—E. J. Baker & Co. (Dorking), Ltd., High St., Guildford. Tel. 3541.

1957 Rover 1058 saloon, blue, grey, heater, o'drive, miles; £1,350.—Mac Smith, 55, Old Durham Rd. Gateshead, Tel. 71365.

1957 Rover 105S, black, red leather, H.M.V. radio 12,000 miles, one owner, guaranteed 4 months; £1,250 —Tel, Welwyn Garden 5494.

1958 Rover 105R automatic saloon, black, red interior, radio, taxed, one owner; £1.225; guarantee, terms, exchanges,—Halls (Finchley), Ltd., Odeon Parade, N.12. Hillside 1044.

1957 (March) Rover 105R saloon de luxe, black H.M.V. radio, condition as new: £1,100.—W. P. Maidens, Sleaford, Lincs, Tel. 135.

1957 Rover 105R, automatic transmission, late mileage, immaculate condition; £1.125.—H. E. Griffin Motors, Ltd., Haywards Heath 395.

1959 105R, black with red interior, one owner and in immaculate condition: £1,095.—Wood-thorpe Garage, Ltd., Woodthorpe Drive, Mapperley, Nottingham. Tel. 65508.

1957 Rover 105S, H.M.V. Radiomobile, two speakers, one fastidious previous owner; £1,240.—Percy D. Sleemah, Ltd., 91, Cowley Rd. Uxbridge, Middx. Tel. 5022.

H Uxbridge, Midax. Tel. 5022. [1766]
HENLYS, Ltd.

WE have all models of Rover; for addresses of aboverous see our advertisement under Rover misseellameous. [0472/R] Motors (East Molesey), Ltd. Mol. 5485. [1868]

HATTON. Birmingham, 1058, March 1957. 16.000 miles, one owner, latest H.M.V. radio, overdrive, separate front seats; also all new 1959 Rover models supplied; exchanges, terms.—Hatton Motors. Ltd. 71, Broad St., Birmingham. Midland 2437. (2097)

1957 (July) Rover 1058 overdrive salcon, one beautifully maintained and carefully driven that the whole car is practically indistinguishable from 17 and new, radio, etc.; 21.195.

450 other cars available; write for fully descriptive Camben Mottors, Leighton Buzzard 2041. Open until 8 p.m. Open Sundays 10 a.m. to 1 p.m. Unrestricted hire-purchase terms, exchanges. [Closs

Rover 60, 75 80 and 105 Wanted

Rever 60, 75 90 and 105 Wanted

ROVER 105S saloon required, nearly new, cash payment.—Greenways, 81, Alrestord Rd., Winchester,

ALMOST new Rover required immediately—Morley,
76, Cambridge Rd., Klingston. Kingston. W3016

NEARLY new or small mileage Rover 60, 75, 90 and
105 wanted for cash or part exchange.—Green
& Zonis, Ltd., 246-252. Deansgate, Manchester, 3,
7et, Deansgate 5325-6.

### LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high grade used Land Rovers with a 5 months' specific guarantee—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5, 0195/R

£220.—1952 Land-Rover, clean. sound vehicle, well £250.—1953 Land-Rover; as above.

4450 —1958 model Land-Rover 88in, low mileage, superior order.

TERMS and exchanges to suit.—Coacheraft. Elm Rd., Evesham. Tel. 2773 (Rover dealers). [C1083

RIBBLESDALE MOTORS, Ltd., Settle, for Land-Rover used models from £120.—Tel. Settle 3232 night 2279.

£365 -1955 l.w.b., excellent condition, used on road only.—92, Pirbright Rd., S.W.18. Van. (C3148)

1955 Land-Rover, fully equipped, £345; another, £255, both very good.—R.L.H. Motors, Ltd., 599-609, Kings Rd., S.W.6 Renown 4492, 6647, [C3125]

IMMEDIATE delivery new Land-Rover diesel hard top, 1875; Land-Rover long wheel base, diesel with truck cab and tilt, £441.
£200 —Land-Rover 1950, low mileage, road used to long terms, exchanges,—Searle, Ltd., Thames St. Sunbury 5014 (Middx). [C4]44

1955 Land-Rover de luxe fixed head, one owner dish Motors, Cavendish Rd., N.M.6. Willesden 0046 (C12) DIESEL 1958 88in, also 1956 and 1955 88in top, also one brand new 1959 7-seter wagon, exchanges, terms.—Hatton Motors, Ltd., and Land-Royer dealers, 71 broad St., Birmin Midland 2437.

HARVEY HUDSON, Ltd., The nation-wide Land-date delivery; also used Land-Rovers with 6 mouths' guarantee; write for further details; distance no object. —Woodford, London, E.18. Wanstead 6644. (2209

—Woodford, London, E.18. Wanstead 6644. (2009)

EASTERN AUTOMOBILES, Ltd., offer immediate delivery of all types of series II Land-Rovers from their large comprehensive stock; guaranteed used Landevers also always in stock; sales lacked 1885. (2018)

Rovers also always in stock; sales lacked 1885. (2018)

Hertfordshire; demonstration vehicles always available —Tel. Chelmsford 3191 (London Rd. Chelmsford main depot); Leigh-on-Sea; or Bishop's Stortford 22/6-7 (125. South St., Bishop's Stortford).

Land-Rover Cars Wanted

ROWLAND SMITH'S the Land-Rover buyers: highest
cash prices.—Hampstead High St., N.W.5. Ham,
6041. (W4018. R

HARVEY HUDSON, Ltd.—Land-Rovers wanted for cash or in exchange for any other make of vehicle.—Woodford, London, E.18. Wanstead 6644. [W2039]

### ROVER MISCELLANEOUS

HENLYS, Ltd.
ENGLAND'S largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park Description House, Piccadilly, W.1. (Hyde Park 1915.)

A LWAYS a large selection of Rovers to choose from.

HENLY House, 385, Euston Rd., N.W.1. (Euston MANCHESTER (Blackfriars 7843).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

NORTH FINCHLEY (Hillside 6666).

PARKWAY, Regent's Park, N.W.1. (Gulliver 5721.) CAMDEN TOWN Service Station. (Gulliver 4141.)

SWANMORE GARAGE offer:-

ROVER 90 saloon 1955, finished in duo-grey with grey leather upholstery, superior condition throughout, one private owner since new, strongly recommender, ROVER 75 saloon 1956, grey with red leather upholstery, has been scrupulously maintained and serviced for its one owner since new, recorded milesey 26,000 for the 3 years use; £925.

1176 80 unnemouth. Tel, Southbourne 43344-5.

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### USED CARS FOR WANTED-SPARES SALE AND AND SERVICE

ROVER MISCELLANEOUS
WYCOMBE MOTORS buy, sell and service Rovers
and Land-Rovers.—High Wycombe 2555, [0224/R BEARTS OF KINGSTON, Rover specialists, sales, spares, repairs. 122, London Rd., Kingston. 10080/R ROVER 3-litre, overdrive, 5,000 miles, blue with blue leather; £1,750.—10. St. John's Rd., Hove. Tel Hove 39580.

Hove 39590.

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Rover buyers; highest
cash prices.—Hampstead High St., N.W.5. Ham
(W4016/R

Rover Spares and Service

KJ MOTORS, Ltd., S.E. England's leading Rover
parts stockists.—Bromley. Ravensbourne 3456.
[9868, R.

EVANS (WIMBLEDON), Ltd., area dealers R Wimbledon and district.—131, Alexandra R Wimbledon. Tel. 0163-4-5. LEIGH PARK MOTORS, Ltd., Datchet, Slough,
Bucks, Rover distributors for spares and specialised
service.—Tel. Datchet 54.

DRY'S GARAGES, Ltd., Rover dealers since 1935, latest models always in stock, spares, service.—
Kenton Rd., Kenton, Middx. Wor. 1102. [0993/R]

DAVID ROSENFIELD, Ltd., Rover distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriar 2502. (19556) SCOOTACAR

MPHW for all miniature cars, new and used.

-242, Brompton Rd., S.W.3, Ken, 8711.
[C3156

### SIMCA

Anthony Crook, Simea distributors, consult us at once for a new or used Simon; all models on view in our 100-car showroom.—The Roundabout, Hersham (Tel. Walton-on-Thames 687). 20 minutes Waterloo, (Clo63

HUXFORD & SON, Ltd.

1959 Simca Aronde de luxe (registered Dec. 1958) ivory, usual Simca extras, 5,000 miles only

1958 Simca Aronde de luxe, ivory and green, many extras; £675.

1957 Simca Elysee, colour ivory; £685.—West St., Porchester, Hants, Cosham 70222-3. Simca distributors and enthusiasts. TOM GARNER, Ltd., offer;

1958 Simca Aronde 1300 de luxe saloon, maroon, heater, 4,000 onlv: £755.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7.

CONNAUGHT ENGINEERING offer: 1958 Simca Vedette Benulieu, ivory and black, as new, 4,000 miles only; £1,295.—Portsmouth Rd. (A3), Send, Surrey. Ripley 3122. [C1132

Rd (A3), Send, Surrey, Ripley 5122. [C1132]
1958 Simca Elysee, Immarulate; £765.

Hornsey, N.B. Mountview 5228, [C311]
Simca Allored Color (Called Color)
Hornsey, N.B. Mountview 5228, [C311]
Simca Fornode 1300 (de luxe) 1959, only 2,000 miles, Guite as new; £695.—Bearwood Motor Co., 335, Bearwood Elysee saloon in blue. 10,500 miles with the color of the

MILESTONES SERVICE GARAGE, Ltd., 308, Erith M. Bexleyheath. Tel. Erith 2469 & 2629.

1955 Simca Aronde, black, fitted heater, screen washers, excellent condition, seen any time; 2450.—Asaby, Milibank, Wakes Colne, Colchester, Tel Earls Colne 324,

Harls Coline 324, colone 324,

Tel. 20009. Simoa Monthlery saloon, 6,000 miles, one owner, £775; also 1956 Elysee, low milesge, one owner: £885.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965.

WHITE Simoa Monthlery, Oct. 1958, transistor Continents, window washers, fitted ocelor overseto, on the sale window washers, fitted ocelor overseto, on the sale window washers, fitted ocelor overseto, on the sale window, relance safety belts, Simoa, conditional washers, folding front seats, Simoa, condition, only 12,000 miles £795.—Rig Oldham Main 5891 or Bramball 2919 (evenings).

WARWICK WRIGHT, Ld., offer:-

1957 Singer Gazelle Series I convertible, red and grey, red upholstery; £765.
1958 Singer Gazelle Series IIA, black and grey, red upholstery, heater, 16,000 miles; £775.
1958 Singer Gazelle Series IIA convertible, grey and red, red upholstery, heater, 9,000 miles;

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050. [C4045]

WARWICK WRIGHT, Ltd., offer:-

1955 Singer Hunter de luxe saloon, grey, heater; 495. WARWICK WRIGHT, Ltd., 593, Edgware Rd., N.W.2. Gladstone 0041. [C4137] THE CATERHAM MOTOR Co., Ltd., offers:

1958 Singer Gazelle estate, white/charcoal, heater; THE CATERHAM MOTOR Co., Ltd., Caterham 4242. SINGER 9 4AB Roadster 1951; £215.—Jeffery, Mitchell Hall. Cranfield, Bietchley, Bucks. 11918 SINGER
ENGINES RECONDITIONED, Ltd., offer:-

1956 Singer Hunter saloon, one owner, low mile-dlesex, Tel, Harrow 5566, Pinner Rd., Harrow, Mid-dlesex, Tel, Harrow 5566, [C2070]

1956 Singer Hunter, silver green dutone, one owner, heater, exceptional condition throughout: £596.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4901 (5 lines). (C4025

1957 Singer Gazelle convertible, excellent condi-tion: £795.

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Mar-tin's Lane, W.C.2. Temple Bar 3588, [Cl027]

1958 (June) Singer Gazelle estate car, blue/grey,
GEORGE NEWMAN & Company, 369, Euston Rd.,
London, N.W.I. Eus. 4466, [C3025]

BUNTINGS MOTOR EXCHANGE for new and Singer cars.—Bonnersfield Lane, Harrow. Ham. (2004)/R 1958 Gazelle Mark IIA saloon, heater, various other extras, very low mileage, as new;

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.5, Hampstead 8676, 7779, [C4016 £725 —1957 Gazelle, one owner, 11,574 miles, blue/
£725 grey.—Offord, 67, George St., W.I. Wel.

1947 (Nov.) Singer coupe 10. black, excellent throughout, guaranteed; £185.—Newbery Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

Ltd., Muswell Hill. N.10. Tudor 5394. [C310z 195 sns.—Singer 9 1947 sports roadster, glass side-sports, sports, sports

Hampstead 6041. [C4018]
1958 Series IIA Singer Gazelle convertible, juut 17 owner, grey and black, red leather, heater, superfative example; £825.
1958 Singer Gazelle saloon, with overdrive and owner and immaculat through-

other cars available: write for fully descriptive 450 priced catalogue care and priced catalogue CAMDEN MOTORS. Leighton Buzzard 2041. Open until 8 p.m. Open Surdays 10 a.m. to 1 p.m. Unrestricted hire purchase terms. Exchanges. [Cl035 GAZELLE, 1957, one owner- low mileage, dawn mist and grey; £725; parts and labour guarantee—Stoombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869, 5954.

Willesden 4869, 595-4.

OCT. '57 Singer Gazelle saloon, duo grey, red interior, heater, one owner; £715; guarantee, terms, exchanges.—Halls (Finchley), Ltd., Odeon Parade, N.12. Hilstde 1044.

Hillside 1044.

1955 (July) Singer Hunter saloon, black, radio, heater, very good condition; £440.—Cattermoles (Garaget, Ltd., 79, Pentonville Rd., N.1. Terminus 1001.

101100
1955 (August) Singer Hunter de luxe, grey/black, heater, excellent tyres, new battery, sound throughout, taxed December; £465.—Hartree, Molteno Institute, Cambridge.
1958 Singer Gazelle convertible, 2-tonc, unquest Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Treeloliby. (24067

GAZELLE saloon, 1957, duo tone blue and grey, Beater, bucket seats, one owner, perfect through-out: £695.—West London Motors, 205-220, Fulham Palace Rd., W.6. Fulham 0086.

ROWLAND SMITH'S, the Singer buyers; lahest cash prices.—Hampstead High St., N.W.3. Ham [W4018 R SINGER Gazelle saloon required, consider convertible, nearly new.—Greenways, 81, Alresford Rd. Winchester.

Singer Spares and Service CINGER spares mailed by return, trade or retail.

B&H MOTORS, Bignell's Corner, South Mimms, Herts, South Mimms 2231. (S1020/R

GLANFIELD LAWRENCE. 2-10, City Rd., Cardiff. Singer distributors.—East Glamorgan—spares and service—Tel. 20531.

LIME STREET GARAGES (LIVERPOOL), Ltd.—
Comprehensive stock of Singer spares; full postal
and repair facilities.
5, 7, 9, Redcross St., Liverpool. 1 Central 7851

SHOWROOMS. -87. Bold St., Liverpool, 1. Royal 10280 THE official Singer London parts distributors for all trade and retail orders, full vehicle service facili-ties also available.—Automenders, Ltd., Ferry Rd., London, S.W 13. Riverside 3291.

B&G MOTORS offer: £350 -M.G. TC sports 2-seater. immaculate red. £315 -M.G. TC sports 2-seater, 1949, cream.

£140 -M.G. 8. J2 sports 2-seater, just rebored, new pistons, crank reground, etc., etc., not yet run-in, red £135 M.G. 8 J2 sports 2-seater, spotless blue. £140 Singer 9 Le Mans 2-seater, red, very carefully kept car, exceptional interior. £130 Singer 9 Le Mans 4-seater, cream.

£85.-M.G. 12 Magnette open 4-seater, taxed.

£85.-B.S.A. Scout 10 sports 4-seater, red, new MANY, many others; easy terms.—B & G Motors, 194-8, Arlington Rd., Camden Town, N.W.1. [C1019

ONDON'S Leading Sports Car Specialists.

THE CHEQUERED PLAC, Ltd.

LONDON'S Leading Sports Car Specialists.

OFFER an incomparable selection of hand-picked post-war cars at attractive out-of-season prices.

£ 1695.—Lotus XI 187 series 11, 1100 Climax. mag. werdrive, wire wheels, all extras.

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SOUTH LONDON'S Leading Sports Car Specialists.
1, Crown Point, Norwood, S.E.19 (137 bus passes door, 68 bus nearby).
2595,—1955 Morgan Plus 4, TR2 engine, in mint condition.
2575,—M.G. TP, grey, immaculate.

£475.—1951 M.G. TD, 1500 unit. HIRE purchase as low as one-s IRE purchase as low as one-fifth deposit; low insurance rates obtainable at time of sale. PORTS cars urgently required, especially late type models.—Eagle Motors, 1124-5a, London Rd., Nor., S.W.16. Pollard 4985.

Smodels.—Eagle Motors, 1124-08, London Rd., Norbury, Sw.16. Pollard 4985.

£215 .—M.G. TA, specimen condition, enthusiastic£149 .—M.G. VA sports saloon and coupe.

£129 .—Tablot 10 sports saloon, outstanding condition.

£129 .—Hillman Aero Minx. 2-seater, recently over£119 .—M.G. J2, recently overhauled at cost of
MANY others available, please 'phone your enouiry;
mmnediate easy h.p., insurance, written quarantee,
CRESSCARS, Ldc. 156, High Rd., East Fluchler, N. 2.

LOTUS Mark VIII aerodynamic, M.G., sear box, Ford
1172, full Aquaphane equipment; £50.—10, 84.

John's Rd., Hove. Tel. Hove 59590.

### WANTED-SPARES AND AND SERVICE USED CARS FOR SALE

GOLD SEAL CAR CO., Ltd

SOUTH LONDON'S Leading sports car specialists.

\$2925 .—A.C. Ace, 1956, red, radio, heater, special exhaust system, immaculate.
\$2795 —M.G. A roadster, black, wire wheels, radio, heater, luggage rack, 6,000 miles only; 1957

Cot.). —M.G. A. 'ivory, radio, heater, twin spots, detachable hard top, 1956.

655 —Austin-Healey BN2, Dec. '55, 2-tone, blue/ tory, o/dive, heater,

625 — Jaguar XK120 f.h.c., radio, heater, spots, etc., black, 1953.

625 —Sunbeam Alpine, 1955, red, one owner.

£595 --Triumph TR2. ivory, heater, spot lamps, badge bar, hard top 1955.
£445 -M.G. TD, late 1951, new crank recently fitted excellent condition.
£365 --Rochdale GT 1172 Special, 1958 registration. 1365 —Jowett Jupiter, 1952, Phase 3 engine, 139mph, 28mpg.
19mph, 28mpg.
15325 —Ford 1172 Special, recond. tuned engine, Bros. Convair body,

£325.—Ashley bodied Special, hard top, 1172. £315.—Jaguar SS100 21,-litre, 1938. original throughout, exceptional.

265.-H.R.G. 1939 11-litre, rebuilt throughout.

£255.—Dellow Mk. I, 1951, very good condition and engine 100% 100%. TA, 1938, radio, heater, twin spares. £215.—M.G. TA, 1938, radio, heater, twin spares. SEVERAL unfinished specials for sale at bargain COOD sports cars wanted for cash.

HIRE purchase as low as one-fifth deposit; special low insurance rates available; motor cycles taken in Part exchange.

OPEN weekdays 10 a.m. to 9 p.m. Sundays 10 a.m. to 10 p.m. (for inspection). Corner Harts Lane and New Cross Rd., S.E.14. Two minutes from New Cross Gate Underground Station. Tel. New Cross 7453.

ROWLAND SMITHS for Sports Cars.

125 gns.—Triumph TR3A 1958 2.4-seater, overdrive, disc brakes, heater, small mileage, unmarked.
145 gns.—Austin-Healey 100 1955, overdrive, heater, screen washers, Michelin X.
150 gns.—Triumph TR2 late 1955, pearl white, Parker V.C. hood and tonneau, Michelin X. un-

375 P.V.C. hood and tonneau, Michelin A, unmarked.
545 gns.—Bentley 1936 4½-litre Vanden Plas sports
405 gns.—Aston Martin 1950 DB1 2/4-seater, very
545 gns.—Aston Martin 1950 DB1 2/4-seater, very
547 gns.—M.G. Midget late 1953 TD 2-seater, P.V.C.
547 gns.—M.G. Midget late 1953 TD 2-seater, reconditioned engine, luggage grid, new hood.
548 gns.—Connaught 1952 2-seater, B.F.E., dry sump,
549 twin carbs., 4-branch exhaust, specimen.
549 gns.—M.G. Midget Nov. 1949 TC 2-seater,
540 gns.—M.G. Midget Nov. 1949 TC 2-seater,
550 gns.—M.G. Midget Nov. 1949 TC 2-seater,
560 gns.—M.G. Midget Nov. 1

295 gns.—Singer 1500 1953 4AD 2/4-seater, l.h.d. sports roadster, screen washers. glass side-

sports roadster, screen washers. glass sidescreens. Triumph 2000 1949 roadster coupe, choice
of 2 — M.G. Midget 1939 TA Tickford drop head
coupe, ivory, red leather, P.V.C. hood.
19 Sms.—Singer 9 1947 2/4-seater roadster, leather,
glass sidescreens, choice of 2.
95ms.—M.G. Midget 1933 Jl 4-seater, recent engine
overhaul, written guarantee over £300; terms,
exchanges, list; open 9-7 weekdays and Saturdays.—
Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

PERFORMANCE CARS offer the finest selection of guaranteed sports, drop heads and saloon.—Great West Rd., Brentford, Middx. Isleworth 7011. See page 1 next week. [C3041

1953 (October) Healey 3-litre convertible, 3-seafer pamic lines, soft top, tonneau cover and detachable hard top, one owner from new, regularly maintained at the Healey works, this car is immaculate throughout and a genuine bargain at £695; terms and exchanges.

Harold Ireland, Ltd., 326-350, Wilmislow Rd., Fallowfield, Manchester, 14. Tel. Rusholme 4161. [2023]

GOLD SEAL CAR Co., Ltd., require good sports cars for stock.—Tel. New Cross 7433. [W2146

ROWLAND SMITH'S, the sports car buyers; highest cash prices.—Hampstead High St., N.W.3 Ham. [W4018/R

Sports Cars Spares and Services
TUNING repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.15. River(0753/R)

### STANDARD 8

L. F. DOVE. Ltd., offer:-

1957 Standard 8 Gold Star, blue, one owner: £495.

London, S.W.19. Tel. Liberty 3456.

NAYLOR & ROOT, Ltd., (Established), 1920.

78 Standard 8, Cotlawold blue, low mileage; £515.

CLAPHAM Junction S.W.II. Battersea 2252.

[C3022

BERKELEY SQUARE GARAGES, Ltd., offer:-1957 Standard Super 8 saloon, black, red interior, heater, taxed year; £485.
BERKELEY Square, London, W.1. Gro. 4343. STANDARD 8

1954 Standard 8, one owner, 22, condition; £415.—Robbins, 1955 Standard 8 de luxe, heater, spotless paint work and interior; £420.—Kirkdale Cars Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C206

1954 Standard 8 saloon, heater, guaranteed; £345 St. W.14. Wes. 6631 [C3028]

1955 (June) Standard & saloon de luxe, heater, one private owner from new; £395: beautiful

McKINNON MOTORS, Ltd., Langham House, 3 Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404.

1955 Standard & de luxe saloon, heater, one owner, 24,000 miles only, lovely condition, 3 months C&W MOTORS, Ltd., Queen's Head Garage, End Rd., N.3. Finchley 6236 (3 line

1955 Standard 8 de luxe saloon, many extras, beater, radio, windscreen wash, loose covers, twin spot lamps, Ace Rimbellishers and visor; £445.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, London, N.W.d., Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1957 Standard & Gold Star engine, green with a heater; £495.—Carris Motors, Ltd., 104-6, Bromley Rd., Cattord, S.E.S. Tel. Hither Green 3451.

1957 Standard 8 Gold Star saloon, one owner a most exceptional car at £510.—Le Grice Elers, 107. Old Brompton Rd., S.W.7. Kensington 2477, [C2055

445 sns.—Standard 8 1956 saloon, 2-tone beige/blue, heater, exceptional: written guarantee; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018 (C4018)

BEST cash or exchange price.—Premier Motors, 295, Lewisham High St., S.E.15, Lee Green 1051. [W3093] ROWLAND SMITH'S, the Standard 8 buyers: nignest cash prices.—Hampstead High St.. N.W.3. Ham [W4018 R

STANDARD 10
1958 Standard 10 Gold Star saloon, 10,000 miles
Andover 2326. (C4087

1956 Standard 10hp saloon, heater, underseal excellent condition: £445.—Le Grice Elers 107, Old Brompton Rd., S.W.7. Kensington 2477.

1958 Standard 10 Gold Star saloon, finished in December, one owner: £550.—Harwoods Garage, Pulborough. Tel. Pulborough 2401-5.

1957 Standard 10 saloon, heater, guaranteed, £465. payments.—Oldfield, 386, Kensington High St., W.14. Wes, 6631.

MAY '57 Standard family 10 saloon, beige, heater, washers, wing mirrors, overriders; £425; guarantee, terms, exchanges.—Halls (Finchley), Ltd., Odeon Parade, N.12. Hillside 1044.

Standard 10 Cars Wanted

BEST cash or exchange price.—Premier Motors,
Lewisham High St., S.E.13, Lee Green ROWLAND SMITH'S, the Standard 10 buyers, highest cash prices.—Hampstead High St., N.W.3. [W4018 R

OUR rally-proved engine conversion (£52/10) an anti-roll and the conversion (£52/10) and road holding cut of all recognition; approved b Standard Motor Co.—Alexander Engineering Co., Ltd Haddenham, Bucks. Tel. 345.

### STANDARD COMPANION

1956 Standard Companion, blue, heater; £525.

1957 Standard Companion, 8,000 miles, Standrive, sliding roof; £575.—L. F. Dove. Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456.

New Companion estate, immediate delivery, E. also 1957 and 1956.—Pedigree Estate Cars. Euston Rd., N.W.I. Euston 7869. [C3 STANDARD ENSIGN & PENNANT J. DAVY, Ltd., Standard agents:

J. DAYY, Ltd., Sudmans and Ltd., 1958 Ensign, first registered February 1959, om 1958 Ensign, first registered February 1959, om fully guaranteed; £795. 180 –184, Kensington High St., W.S. Western 7181 180 –184, Kensington High St., W.S. Western 7181 68, North Row, Marble Arch, W.1. Hyde 2371 (C106)

STANDARD Pennant 1958, low mileage, blue and [C2049]
1958 Standard Pennant, green, heater, fitted exextra consumer, excellent condition; £625.—F. W. Kerridge, 103118 '58 model (reg. Nov. 57) Standard Ensign saloon, duo-tone, green/grey with red interior, heater, washers, taxed: £725; guarantee terms, exchanges,—Halls (Finchley), Ltd., Odeon Parade, N.12. Hillside

1958 (October) Standard Ensign saloon, light green and screen washers, 5,000 miles only, showroom condition throughout, private owner, genuinely forced to sell; £750.—Atkinson, 30, Sunney Gardens Rd., N.W.4. Sunnyhill 1027.

STANDARD 12 & 14

165gns.—Standard 14 1943 saloon, leather, heater, open 9-7 week-days and Saturdays.—Roundand Smith, Hampstead (Hampstead Tube). Hampstead 6041, [C4018

TOM GARNER, Ltd., offer:

1956 Standard Vanguard Phase III estate car, DM GARNER, Ltd., 10-12, Peter St., Manchester, 2 Elackfriars 9265-6-7.

L. F. DOVE, Ltd., offer:-

1953 (November) Vanguard estate car, grey, over-drive, heater; £450.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel, Liberty 3456. GLANFIELD LAWRENCE, Ltd., offer:-

1957 Vanguard, two-tone, exceptional condition; £670.—407, High Rd., N.12. Finchley 0091.

STANDARD Vanguard 1950, excellent; £295.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.S. Mountview 5228. HENLYS offer with 4 months' guarantee:-

1958 Standard Vanguard saloon, heater, grey with blue and beige interior; £845.

HENLYS. Ltd., Parkway, Regent's Park, N.W.1.
[2004]

HENLYS offer with 4 months' guarantee:

1957 Standard Vanguard estate, one owner, heater, fawn with red interfor; £910. HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666.

RERKELEY SQUARE GARAGES, Ltd., offer:-

1957 Vanguard saloon, beige, red vynlde, radio, overdrive; £735.
1958 Vanguard saloon, grey, red leather, radio, grays automatic transmission; fully automatic transmission;

1957 Vanguard saloon, dual colour, blue grey, blue 1958 Vanguard saloon, green, red leather, radio, overdrive; £685, BERKELEY Square, London, W.1. Gro. 4345.

1950 Vanguard, heater, very good condition; £265,

SCOTT CARS, 341-347 Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. C4016

1957 Phase III Vanguard with heater, black, 20,000 miles; £685.—Hounslow 3532. (C2049 1954 Standard Vanguard saloon, black, excellent condition; £435.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, Golders Green, N.W.11. Speedwell 4411, [C2019]

1957 Standard Vanguard Ph. III. blue, radio, tyres; £710.—Eton Garages. Windsor

1954 Standard Vanguard Phase II, blue, heater, specimen condition; £445.—Hillside 5244.

£310 !!!—Standard Vanguard 1951 (Oct.), black, heater, very fair car at value for money price.—Jennings, Richmond 3368.

1956 (July) Vanguard Phase III, beige blue, heater, one owner, sold by us new, taxed; THE BLACK HORSE GARAGE, 174-176. Sheen Rd., Richmond 6441.

1956 de luxe saloon. 20,000 miles only. duo-tone blue and beige; £675.—Bowman's Garage, [C1148]

1956 (Nov.) Standard Phase III Vanguard saloon, green with beige trim, moderate mileage.—
W. T. Baker (Automobiles), Ltd., 206, Kettering Rd., Northampton. Tel. 4878. Northampton. Tel. 4875.

Vanguard Phase III estates, choice of 5 from

""" Vanguard Phase III estates, choice of 5 from

""" £795; also 2 1956 Phase II estates, fitted overdrive.—Pedigree Estate Cars, 340, Euston Rd.

N.W.I.
[C3095]

1953 Vanguard four-door estate car, heater ex carginal throughout; £415.—Northway Garage, Finchley Rd., Swiss Cottage, N.W.3. Printros

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LDGBLCM

12 B

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2177. (C3026)

1957 radio, heater, one owner, 12.500 miles; £745.

—Bowes Road Garage, Ltd., 188, Bowes Rd., Ner Southsate, N.11. Bowes Park 2284-5-6. [189]

1955 heater, radio and overdrive; £450.—John Ltd., London Rd., Bishop's Stortford; [2456]

1954 Standard Vanguard estate car, heater, im dale Cars, Kirkdale, Sydenham, S.E.26. Sydenham

1956 Vanguard estate Phase II, green leather up-holstery, heater. 21,000 miles, one owner, excellent condition; £595 or near offer.—Riverside Garages, Ltd. Kingston 2575.

Garages, Ltd. Kingston 2575.

SMT—No deposit h.p. terms available on a wide
range of vehicles.—Shepton Mallet Transport, Ltd., 58, wilson St., Finsbury Sq., London, E.C.2.
Tel. Monarch 7685.

395 gns.—Standard Vanguard September 1953 Phase Written guarantee; terms, exchanges.—Rowland Smith:

below. Standard Vanguard October 1950 sallon. Standard Vanguard Va

Hampstead 6041.

£7775 —1956 Standard Vanguard estate car. phas
27775 —2956 Standard estate car. phas
27775 —2956 Stan

AZ MOTORS offer 1955 Phase II saloon, one beautiful condition; £3451 Also 1952 beautiful condition; £3451 Also 1951 estate car: Also 1954, grey, phase II saloon, radio, heat maculate: £456.—Palmersion Rd., N.W. 6. Mai

STANDARD VANGUARD 1956 Standard Vanguard Ph. III de luxe saloot fitted overdrive and heater, plus many othe extras, in beige: £625.—Woodthorpe Garage. Ltd. Woodthorpe Drive, Mapperley, Nottingham.

STANDARD SPORTSMAN

ELM AUTOSALES offer:-

1957 Standard Vanguard Sportsman, black gree, one owner, specimen car, £865, radio and heater, one owner, specimen car, £865, defended and heater, one owner, 500 defended and beautiful control of the c

STANDARD Sportsman, 1957 export roce, e-cellent condition: £800 o.n.o.—Matravers, Compton Lane Horsham 4760.

STANDARD MISCELLANEOUS
PARK MOTORS (KINGSTON), Ltd., offer:—

TANDARD and Triumph new cars, all models im-mediately available, choice of colours, highest ex-charge allowances, 10% deposit, balance 4 years— 187-193, London Rd., Kingston-on-Thames. Kingston 7610.

ROWLAND SMITH'S, 'he Standard buyers; highest cash prices.—Hampstead High St., N.W.S. Han. (W4018/R

GOAL. Standard Spares and Service
HALLS (FINCHLEY), Ltd. for Standard and
Triumph spares and repairs—514, Regent's Park
Rd., Church End, Finchley Finchley 5906. [0002/R
ARGE stockists for Standard spares and replace—
Rd., Leeds 2.—Tel. 34151 (5 lines). [0201/R
(0201/R) Rd. Leeds 2.—Tel. 34151 (5 lines). (9301/R STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs recellulosing.—Puttocks, Ltd. (8.W. Survey distributors). Alexander Terrace, Guildford 5931. (925)/R STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stocknort (Tel. 4464), and Prince's Drive, Colwyn Buy (Tel. 3522).

SCOTT CARS. STUDEBAKER

1955 Studebaker Champion, right-hand drive, one owner, abso-

lutely as new baker Champion, overdrive, one owner 1952 From new 1951 Studebaker Commander convertible, overdrive, hill hold, radio and heater, in excellent convertible, overdrive, hill hold, radio and heater, in excellent convertible.

1951 hill hold, radio and neave.

SCOTT CARS, 341-347, Finchley Rd., Hampstead,
Condon, N.W.S. Hampstead 8676-7779, [C4016
4395 —1952 Studebaker V8 Commander saloon, 2ton green and black, radio, heater, excellent condition.—Autosnips, 5, Balham High Rd. Balham (C1509)

1955 Studebaker Dictator I.h.d. saloon. black, nules, superboondition; £695—John S. Trusott, Ltd., 173. Westbourne Grove, W.11. Bayawater 4274. And Trustott's Corner. Chepstow Place, Westbourne Grove, W.2. Bayswater 1861.

Studebaker Cars Wanted
SIMPSONS OF WEMBLEY, 345, High Rd. Wembley
3903 8691 4422. Top prices. (W4015)

### SUNREAM

ROOTES.

HAVE available a range of Sunbeam :ars of very low mileage.

[ ONDON, W.1.

DEVONSHIRE House, Piccadilly.

GRO. 3401. BIRMINGHAM, 2.

LOWER Temple St.

CEN. 8411.

MANCHESTER, 2.

129, Deansgate, BLA. 6677.

RAYMOND WAY offers:-

1956 (Aug.) Sunbeam Mk. III sports saloon in black popular make, cost over £1.200 new, fitted radio, heater, overdrive, wheel trims, spot lamp, badge bar, etc. one careful owner, £769gns.
300 Motors, Kilburn, k.W.E. Maida Vale 6044.

RUISLIP MOTORS, Ltd., offer:-

1955 Sunbeam Mark III saloon, overdrive, heater, washers, twin spots, t/c tyres, spotless; £6845.

West End Rd., Ruislip, Ruislip 4340, (1771 £765 25,000 miles, genuine, as new,—Hazell's Garage, Chesham Rd., Amersham, 1277.8

WARWICK WRIGHT, Ltd. offe

WARWICK WRIGHT, Ed. 11 Saloon, 2-tone green, 1956 Sunbeam Mark III saloon, 2-tone green, fraid and heater, 24,000 miles; ££45; another in black similar nileage WARWICK WRIGHT, Ltd., Lord's Court. St. John's Wood Rd., London, N.W.S. Cunningham 6050.

COOMBS & SONS (GUILDFORD), Ltd.

SUNBEAM Mark III 2'--litre sports saloon, magnificent car; words can barely describe the condition
of this car; one private owner since new in 1956,
genuine total mileage is only 19,000 miles but looks
very much less, overdrive and heater of course, quality
bred car; rare to find in this condition; £893.

COMBS & SONS (GUILDFORD), Ltd., Fortsmouth
bred car; rare to find in this condition; £893.

COMBS & SONS (GUILDFORD), Ltd., Fortsmouth
bred of the condition of the condition

J Pindon Rd., Worthing, Sussex. Findon 3022.

SUNBEAM Mark III, December 1955, black, one owner, overdrive, heater and radio, taxed year, this is a well kept and attractive example, well worth seeing and tryins. E795; exchanges and hire purchase. The Shires Motor Co., Ltd., Banbury, Tel. 2455.

1957 Series Sunbeam Mark III saloon in green statement of the series of the series of the series of the series sunbeam Mark III saloon in green series. Sunbeam Mark III saloon in green series, and the series sunbeam Mark III saloon. The series sunbeam Mark III saloon in green series of the series sunbeam Mark III can be series sunbeam Mark III can be series sunbeam Mark III convertible, ordering the series sunbeam Mark III can be series s

Christchurch, Hants. Tel. Highcliffe 2275. [C2105]
1955 series Sunbeam Mk III convertible, o'drive, excellent condition; written guar; £c75.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

Hyde 9184, 19. Bruton Frace, London, W.1.

1955 Sunbeam Mark III convertible coupe, finished overdrive, radio, heater, badge bar, twin spot lights, the first partial coverdrive, radio, heater, badge bar, twin spot lights, II, Friaryalet, Derby, Tel. 48284, —Perevil (2028) 18. Friaryalet, Derby, Tel. 48284, —Perevil (2028) 18. Friaryalet, Derby, Tel. 48284, —Perevil (2028) 19. Friaryalet, Perevil (2028)

103
1955 Sunbeam Mark III convertible with overdrive, mist green with beige hide interior, brand new P.V.C. hood fitted last week, same family ownership since new, serviced and maintie to the state of the same family of th

Sunbeam Cars Wanted

ROWLAND SMITH'S, the Sunbeam buyers; highest
cash prices.—Hampstead High St., N.W., Ham
[W401878] ALMOST new Sunbeam required immediately.—
Morley, 76, Cambridge Rd., Kingston. Kingston. [W3016]

URGENTLY required, 1951-59 Sunbeams.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants Tel. Highcuiffe 2275.

SUNBEAM RAPIER
PEERLESS MOTORS offer:-

1956 Sunbeam Rapier, red and grey, overdrive, 24,000 miles, one owner: £775.—Bath Rd., Slough, 25121.

GEORGE HARTWELL, Ltd., offer:-

SUNBEAM Rapier series I 1957, R67 engine, single tone Monza red, heater, loose covers, one elderly owner. 9,000 miles; £845.—55-41, Holdenhurst Rd. Bournemouth. Tel. 4161.

WARWICK WRIGHT, Ltd., offer:-

1958 Sunbeam Rapler Series II saloon, 2-tone blue, miles: 4958.

1958 Sunbeam Rapler Series II saloon, grey and plant of the saloon series in the saloon ser

PERRY'S OF BOWES ROAD, offer:-

1958 Sunbam Rapier, red grey, heater, twin spot
W HAROLD FERRY, Ltd., Perry's Corner, Bowes
Rd., N.11. Enterprise 4404.
HENLYS offer with 4 months' guarantee:—

1957 Sunbeam Rapler, overdrive, one owner, bit Hentlys, Ltd., Parkway, Rezent's Park, N.W. Guillye 1721.

B. J. HUNTER, Ltd., Austin agents, offer:—

B. J. HUNTER, Ltd., AUSLIN agents, John Miles only, overdrive, etc.; £1,075.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, (C2040, N.W.2, Tel. Gladstone 6305. (C2040, 1956) one owner, excellent condition, heater, overdrive, new tyres; £725.—Footscray 4376.

1956 Rapier, blue grey, 27,000 miles, heater, radio, plastic covers, perfect; £640, no offers.—Box [1599]

M AGNIFICENT pale blue and black Rapier Mark II, wery low mileage, nearest £920; Sprite or sports taken in part.—Tel. Twigworth 357. 1956 Sunbeam Rapier, overdrive, heater: £745.—
A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185.

1958 (February) Sunbeam Rapier saloon, in grey 8,000 miles only: 4925.

PHENIX MOTOR Co. (SURREY) Ltd., Phomix Phomes, 1818, Sutton, Surrey, Vis. 0151. (C3044)

House, High St., Sutton, Surrey, Vis. 0151. (C3044)

SUNBEAM RAPIER

8000 miles only, 1958 Rapier series II saloon with
overdrive, heater, clock, rev. counter, ted
and cream, faultless throughout; £975.

450 other cars available. Write for fully descriptive 450

450 priced catalogue. Write for fully descriptive priced catalogue. CaMDEN MOTORS, Leighto: Buzzard 2041. Open until 8 p.m.: open Sundays 10 a.m. to 1 p.m.; unrestricted hire purchase terms; exchanges. (Closs 1958 Sunleam Rapier convertitue, radio, heater. Circus Garage (Brighton), Ltd. Tel. 27045. 2985, 2007.

1958 drop head coupe, in white and red with white upholstery, radio, a one-owner vehicle, 8,000 niles only, indistinguishable from new; now only 2340.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravens-1957 Sunbeam Rapier with overdrive, R67, Fuors and red, escellent throughout; £799.—Hux-tord & Son. Ltd., West St., Portchester, Hants, Cosham (G212).

70222-3.

OSE & YOUNG, Ltd.—1958 (September) Sunbeam Rapier saloan, 4,000 miles only as new; £925—65-99. Steraham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 644.2 (1 min. Streatham Hill Station). Tulse Hill 644.2 (1 constitution). Tulse Hill 644.2 (1 min. Streatham Hill Station). Tulse Hill 644.2 (1 min. Streatham Hill 644.

ton, Surrey Wailington 6677 [C3056]
1959 (April) Sunbeam Rapier saloon, 2 tone blue, offered with full guarantee at £985—Connoisseur Cars. Ravelock St., Ripley, Derbyshire, Tel., 160. [1886]
1958 (March) Sunbeam Rapier, latest model series II blue and blue, one private owner, taxed year, well kept and carefully driven, £985 o.n.o.; terms. 7-47, Dunstable Rd., Luton 5145.

[CS158]
1956 Subbeam Rajper, superb, in black with red and white leather, taxed, and fitted heater, radio, floor ear change, windscreen washers, badge bar, etc.; £750.—J. McKechnie, Fairfields, Redmarley, Glos.

bar, etc.; £750.—J. McKeenne, Farman Bar, etc.; £750.—J. McKeenne, Etc.; £750.—J.

COMPTON & FULLER, Ltd., offer:

CONFION & FULLER, Ltd., oner:—

1954 Sunbeam-Talbot 90 saloon, one owner, impecable condition; £975.—Elmers [End. Genetals of the condition of

1954 Sunbeam-Talbot 90, excellent condition McLAREN & COX, Ltd., 928. High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8

McLAREN & COX Ltd. 928. High Rd., North Finchley, N.12. Tel. Hillside 0560:0500-8. [15085]

1953 Sunbeam-Talbot 90 saloon, radio, heater, Scott CARS, 341-347 Finchle, Rd., Hampstead Border, 1952 Surber & 1952 Surber & 1952 Surber & 1953 Surber & 1953 Surber & 1954 Surber & 1955 Sur

Ambs of Wood Green (Established 1897).—100

Lams written guarantee; exchanges; easiest terms.

421-425, High Rd., Flinchley, Flinchley 6222. (C2052

1954 Sunbeam-Talbot convertiale, black and heater, good performer; £595.—Bray Motors, 180-184, West End Laine, N.W. & Hampstead 6490. (C1002.

1933 Sunbeam-Talbot 10 drophead, white mood, acceen, waters, heater, excellent tyres and chromitum-over £200 spent in two years; £220.—Ring Monarch 1540 (day). Knightsbridge 7710 (evenings). [1965]

425 gns.—Sunbeam-Talbot 90 1952 Mark II sports screen washers, Michelin K., excellent condition; written guarantees; terms, exchanges, list; open and the condition of the sunday of of the sunda AMBS OF WOOD GREEN (Established 1897).—100

ROWLAND SMITH'S, the Sunbeam-Talbot buyers:

Rhighest cash prices.—Hampstead High St., N.W.J.
Ham. 6041.

TRIUMPH
TOM GARNER, Ltd., offer:

1954 Triumph TR2 roadster, black; £535.

TOM GARNER, Ltd., 10-12, Peter St., Manchesier, 2.
HENLYS offer with 4 months' guarantee:—

### TRIUMPH

CAR MART, Ltd. OFFER with six months' guarantee.

£895 — Triumph TR3 A 2-seater sports, radio, heater, 9.000 miles, reg. 1958.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

EFS MOTORS offer:-

1957 TR3, off white, one owner, 13,000 miles only, wonderful condition, hard top and soft top, heater, spot and fog lights, child seats. Michelin X

heater, spot and tok hands.

tyres: 275.

MOTORS, Ltd., Kingston By-Pass, Esher, [C2112]

EFS Surrey, Emberbrook 3000. THE official TR centre offer:-

1958 CR3A, powder blue, 5,000 miles, heater; 6,950, 1957 TR3, white, heater, tonfieau; £785, 1957 (December) TR3, white, 7,000 miles only, heater; £825, 1955 Dove, Ltd., 44, Kingston Rd., London, & W.19, Tel. Liberty 3456.

DUNCAN HAMILTON & Co. offer:-

1957 TR3, fitted wire wheels, disc brakes, Michelin Lop, Lucas Le Mans headlights, spotlights, coeasional rear seat, badge bar, radiator blind, windscrean washers, etc.; 18,000 miles; £825.—35, High Rd. Byfleet 3101.

TRIUMPH Roadster 1800, superb, must sell; £350 (1623)

1955 TR2 green, with hard top, well maintained:
1958 triumph TR3A, overdrive, heater, Michelin X
FREMAN, Ltd. Grosvenor Garage,
Lane, Levenshulme, Manchester, 19,
(C211)

1955 (February) TR/A, red with beige cockpit, brand new, but registered; £985. 1955 (Labaray) TR/A, red with beige cockpit, cockpit, red with being cockpit, red with being cockpit, red with the search spot mirrors, etc., as new; £995. ALSO choice 7 1958, 1957 and 1956 TR3s from £725; and choice 6 1955 and 1954 TR2s from £475. See under "Sports Cars."—The Chequered Flag, Ltd., Chiswick 7871-2-3. [Cil24]

1948 Triumph Roadster, grey, good tyres, almost new hood; £325.—Bray Motors, 180-184. West End Lane, N.W.6. Hampstead 6490. [C1024]
TR3A, signal red, black leather, overdrive, heater, new, unreg., terms, exchanges.—Hardacres Garage, Lydney, Glos. Tel. 446. [1741]

1957 Harvancres Garage, Lydney, Glos. Tel. 446. [174]
1957 H787 roadster in white trimmed red with beige 206, Kettering Rd., Northampton. Tel. 4573. [C118]
206, Kettering Rd., Northampton. Tel. 4573. [C118]
2409—1955 TR2. heater, luggage grid, good order, no competitions: terms. exchange.—Brown. 126. Marsden Rd., Burnley. Tel. 4536. [1412]

126, Marsden Rd., Burnley. Tel 4336.
1957 Triumph TRS hard top, ivory with red up1957 holstery, 18,000 miles, immaculate; £785.
Tel. Mr. Hebditch, Wessex Motors, Ltd., Andover 2326.
[C4067]

1955 TR2, red red hide, overdrive, wire wheels, feater and many small extras, immaculate; £595.—Central Basingstoke Motors, Ltd., Brook St., Basingstoke, Tel. 2468.

1958 (June) TR3, 4,500 miles only, blue, heater, as-new condition throughout; £875.—Blundells, Ash-rord, Kent 99. (2038)

1958 (Aug.) TR3 A hard top, red/black upholstery, 1958 (Aug.) TR3 A hard top, red/black upholstery, one owner, 7,000 miles, as new, taxed to December; £925.—Harwood's Garage, Pulborough. Tel. Pulborough 2401-5.

2865.—TR3A, 1956, heater, tonneau cover, screensels, taxed year, 14,000 miles; terms, exchange.—Brown, 126, Marsden Rd., Burnley. Tel. [1210]

435b. model TR3, excellent condition throughout, the car seats, wireless, heater, wing mirrors, etc.: leather upholstery, red; £695; h.p. arranged.—6, Valley Bridge Parade, Scarborough. Tel. 4212; 1500

\$325 --1947 Triumph razor edge, black, beige inspecimen condition.—Hillwood Motors, Triumph dealers, Watford Way, London, N.W.7. Mill Hill 4232. Open (18 B.m.

TRIUMPH TR3 1957, B.r.g., immaculate, enthusiast's car, fitted overdrive, wire wheels, oil coil, tele steering, disc brakes, heater, leather, dual pumps and many other extras; £795.—Commerce Motor Co., Euston 7277.

Tarry other extrast £495.—Confinere and the Confinere at the Confinere at

stead Tube). Hampstead 6041.

TR3 late 1957, one owner, disc brakes, speedo

R1 reading 10,456, colour B.r.g. red interior,
black hood and tonneau, heater, screenwash, spote,
etc., everything about this car is as new including
tyres, spare unused; £750, no offers.—Champ, Ritchens
Garage. Cheadle, Cheshire. Tel. Gatley 5862. [C1190]

TRIUMPH

AZ MOTORS offer 1949 2000 Roadster, hard top, beautiful condition £295! Also 1951 Mayflower convertible, radio, heater, one owner, 2365! 1951 2000 Renown razor-edge saloon, 2350! 1955 Mayflower saloon, just recellulosed, gift, £395!—Palmerston Rd., N.W.6. Mai. 4723. [Ci011]

1957 Trott, leather, hard top, occasional rear seat, Marchal head and fog lamps, new set (5) Michelin X tyres, one owner, total mileage 24,000, immaculate throughout, finished in blue, taxed vear; £785.—Fairhead & Sawyer, Woodbridge, Suffolk. Tel. 937-8,

### Triumph Cars Wanted

ROWLAND SMITH'S, the Triumph buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. | W4018/R

TR 8 wanted, 1955 upwards,—Harold Hamblin Cars, Ltd., Basingstoke. Tel. 19. [W2145]

Triumph Spares and Service
TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 5322).

# J. DAVY, Ltd., offers:

1957 Ford Consul Farnham, one owner, heater, flat floor to rear, superb condition, fully guaranteed; £815.

1958 Ford Squire estate, one owner, heater, as new, fully guaranteed; £810.

1957 Minar Tackler of St., heater, overriders, fully flat and the floor of the f

R HARDY & SON offer:-

1958 Austin A152 Omnicoach, 13-seater, painted black, choice of 3, in excellent condition throughout: \$655.-52-55, Marylebone High St., W.I. Hunter 9842.

WARWICK WRIGHT, Ld., offer:-

Hilman Husky Double Duty, blue, red up-holstery, heater, 28,000 miles; £485. Ford Zephyr Zodiac Phase II (automatic) estate car, ivory, heater, 28,000 miles;

1958 Hillman Husky Series II double duty, 2-tone grey, red upholstery, heater, 14,000 miles; WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050 [C4045] HENLYS offer with 4 months' guarantee:

1956 Bedford Dormobile, one owner, beige red interior; £485.
1958 Ford Squire, heater, one owner, blue with duo blue interior; £625.
1956 Morris Oxford Traveller, heater, one owner, grey with red interior; £695.
HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [2012]

A USTIN 1952 A40 coachbuilt Countryman estate car, only £267/10.—Eltham 2810.

MORRIS Cowley 1953 utilecon, very attractive dual purpose vehicle; £255.—Eitham 2810. [1684]
VANGUARD utilecon, seating for seven; £210.—[1686]

V Eltham 2810.

FORDSON 1954 model Martin Walker type 7-seater Lifeson, only £200.—Eltham 2810.

EDFORD Ultilabrake, '57, 8 comfortable seats; £375.

F.R.G., Ltd., 535, Finchley Rd., Hampstead 2252.

1956 Hillman Commer estate, Mark VIII. privately Kings Rd., S.W. 6. Renown 4492/6647. [CS125]
1958 (Dec.) Bedford Utilabrake, 12-seater, 800 (ES75.—Tel. Peatling Magna 243, Leicester. [1934]
W., first registered 1951, vg. condition, new

VV, first registered 1951, v.g. condition, new engine, rebuilt and maintained by VW, ex-tras; £320.—Tid. 4697. 1953 Bradford 8-light, very good condition.
Barnes, 315, Finchley Rd., N.W 3

1957 Humber Hawk estate, one local owner, 14,000 miles, extras include heater, screen washer, soot lamp, oil sauge, ammeter; £950.

1958 (July Austin A95 Countryman, grey, automatic gear box, radio, 8,000 miles, cost £1,450, offered at £1,185.

G: E. HARPER, Ltd., London Rd., Stevenage. Tel. [1847]

1955 Thames estate, dual tone, many extras, smart; £365.—Roys Automobiles, Ltd., Parkway, Regents Park, N.W.1. Euston 2700/88;

1959 Bedford Utilabrake by Kenex, 1,600 miles four weeks ago, accept £500—Grayshott Garage, Grayshott, Hindhead, Surrey. Tel. 422.

1958 holstery, new T. & C. rear tyres, taxed to December; £555—Harwoods Garage, Pulborough 2001-5.

Pulborough 2401-5.

† Estate Cars, England's largest stockists; 50 new

and used estates in stock, to buy or sell contact

Pedigree Estate Cars, 340, Euston Rd., N.W.1.

Euston
7889.

DICK-UPS, Austin 1951 series A7 pick-up make nice Countryman only £147/10 also Vanguard, 1957 reg.. only £200; Austin A40, fitted ladder rack, £177/10. —Ētham 2010.

Feg., only \$2307, Austin Arry, March 1958, ivory, 7,000 miles, Debautifully equipped with £100 worth of extras, delivered; £575.—Fenwick, White Hart, Whiteparish 25. [1703]

AZ MOTORS offer Hillman estate car with reconcidence of the concentrate car; £3451 1949 Vanguard utility; £2451 Also 1951 A40 Countryman, new engine, two colours, almost as new: £325!—Palmerston Rd., N.W.6. Mai. 4723. [C101]

1954-5 Bedford, genuine dormobile, one owner, 1954-5 &455,—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, N.B. Mountview 5288. [C411]
1957 Bedford Kenex estate car, one owner, heater, 1956—Esher 2255. [C408.1]

11355 Commer estate car, one owner, heater, while wall tyres (spare unused), replacemengine completed 2,000 miles; only £460.—Esher 22

### Utility Cars Wanted

R OWLAND SMITH'S, the Utility car buyers' highest cash prices.—Hampstead High St., N.W.5. Ham. 6041.

Estate Cars, Utility specialists, best jworns of 10240, R. 10240

# CAR MART, Ltd.

OFFER with six months' guarantee.

£675.—Vauxhall Victor super, 2,000 miles, reg.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [Cl039] C. S. HALL, Ltd. offer:-

£50 reduction. Vauxhall Victor Mark I Estate car. new and unregistered; immediate delivery.—302-306, King St., W.6. Riverside 2881. GUY SALMON AUTOMOBILES offer:

1958 (November) Vauxhall Victor estate, haven miles; £850,—Portsmouth Rd., Thames Ditton. Ember-brook 5551-2-5.

brook 5551-2-5. (C4001

1957 Vauxhall Victor Super, heater, very low mileSCOTT CARS, 341-347, Finchley Rd., Hampstead,
London, N.W.3. Hampstead 8676/7779, (C4015)

1958 Victor, light blue; £650.—F.R.G., Ltd., 335.
Finchley Rd., Hampstead 2252. (1155)

1957 (Oct.) Vauxhall Victor Super, one owner, leater; £955.
1958 Vauxhall Victor Standard, black, one owner, leater; £655.
1958 (Sept.) Vauxhall Victor Super, heater; £675.

H POPE & SONS, Ltd., 59-45, Ballards Lane, 1984 H Pinchley, N.3 Fin. 0113-7.

1958 Vauxhall Victor Super, beige, 6.000 miles, only, as new; £670.—L. F. Dove, Ltd. 115, Addiscombe Rd., Croydon, Addiscombe 3066. [Clother 1957 Vauxhall Victor, charcoal, 18,840 miles, with £. J. Baker & Co., Ltd., Dorking 3822. [Cling 1957 Vauxhall Victor Super beige, heater, 12,000 miles, one owner; £620.—Wray Park Garage, Ltd., Reigate. Tel. 2265 Victors and Victor Supers in various 1957—8 Victors and Victor Supers in various Ltd., Telephone 1957—8 Victors and Pictor Supers in various Ltd., Telephone Rd., Bromley, Rayens-bourne 3456. [1837]

1958 Victor estate car. 6,000 miles, dual tone. heater, radio, specimen condition.—Hounslow [C2049] 1958 Vauxhall Victor, indistinguishable from E670.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512.

High St., W.14. Western 2512. CAU19
1958 Yauxhall Victor Super, one owner, 11.00
1958 Yauxhall Victor Super, one owner, 11.00
1958 Yauxhall Victor estate car, grey with blue months guarantee. E78. Left. The control of the control o

Vauxhall Victor Cars Wanted

A LMOST new Victor required immediately.—Morley,
76, Cambridge Rd., Kingston. Kingston 885.

'57-'58-'59 Victors and estate cars wanted for spot cash.—A. E. Palmer Motors, Ltd., Luton 51451. [W3]59

# VAUXHALL WYVERN

1950 Wyvern, black. good throughout; £325.—S.W.19. Tel. Liberty 3456.

R. S. CURRIE & Co., Ltd.

1956 Vauxhail Wyvern saloon, black, heater, a bourne Grove, W.B. Bayswater 0985.

ENGINES RECONDITIONED Ltd offer:—

1956 Vauxhall Wyvern, one owner, low mileage, many extras; £550.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. HENDON CENTRAL GARAGE, Ltd., offer at 5% interest charges:—1956 (2026)—Watford Way, Hendon Central, N.4. Tel. Hendon 3084-5.

£450 —1954 saloon, grey, two owners.—Offord, 67. George St., W.1. Wel. 6899.

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#### USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

1954 (March) Vauxhall Wyvern saloon in grey, fitted with heater; £445.
BENHILL MOTORS, Ltd., 324-340, High St., Sutton. [C1140]

2450 see anywhere, blue with grey leather, heater, wonderful condition; choice of 2 others.

LAMBS OF WOOD GREEN (Established 1997).—100 cars: written guarantee; exchanges; essest terms.—421-425, High Rd., Finchley. Finchley 6222. [C2052]

AZ MOTORS offer 1955 Wyvern de luxe saloon, new tyres, grey, superb condition, £495!—Palmer-ston Rd., N.W.6. Mai. 4723.

1956 Wyvern, one owner, heater, black beige interior, first-class condition and guaranteed at £550.—Campbell Symonds. Alperton 1515. | C1037

at £550.—Campbell Symonas. Apperon.

1954 Wyvern, silver grey, heater, exceptional contion throughout; £455.—Northways Garage,
Finchley Rd., Swiss Cottage, N.W.3. Primrose 2177,
[CS026]

1950 Vauxhall Wyvern saloon, black with brown owner since new almost immaculate, £305, also 1951 GARAGE SERVICE Co., Ltd., 9, Hoop Lane, Golders, Green, N.W.II. Speedwell 4411. [C2019]

Green, N.W.II. Speedweil 4411.

Vaushall Wysern Cars Wanted

BEST cash or exchange price.—Premier Motors, 295,
Lewisham High St., S.E.13. Lee Green 1051.

(W5095

VAUXHALL VELOX J. DAVY, Ltd., Vauxhall agents:-

1957 velox saloon, heater, washers, cigar lighter, spot lamp, 20,000 miles, an excellent example; £645. Hensington High St., W.S. Western 7181, 180 63, North Row, Marble Arch, W.I. Hyde 2311.

1957 model Vauxhall Velox, blue, heater: £595.

1955 Vauxhall Velox, black, heater; £525.

H. PODE & Sons, Ltd., 39-45, Ballards Lane, 1985 Velox, heater, grey; £475.—Cambell [01037] 1952 Velox, maroon and ivory, heater; £340; owner has Jaguar fever.—Box 3359.

1956 Vauxhall Velox, heater and extras: £535.— Robbins, East Putney. Tel. 7881. [C3010] AZ MOTORS offer 1952 Velox saloon, open any trial £385!—Palmerston Rd., N.W.6, Mai, 4723

1955 Vauxhall Velox, one owner, superb conditions £495.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon, Addiscombe 3066, C1076 1949 Vauxhail Velox, black, excellent condition.—
L. F. Dove, Ltd., Addiscombe Rd., Croydon
(Clo76

1955 model (regd. Dec., '54) Vauxhall Velox saloon, heater, one owner, immaculate, 5 months'

C&W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.5. Finchley 6236 (3 lines).

£535:::-1956 Series Vauxhall Velox, prospective odlstanding car.—Jennings, Richmond 3368. (CS103 1956 (Mar.) Vauxhall Velox saloon, heater, loose overs, etc., silver straw, 26,000 miles, one

GEORGE NEWMAN & Company, 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

Volundon, N.W.I. Ens. 4466, 1987, 2015. CS022.

1953 Williams Motors, Ltd. 169, Priory Rd. Hornsey, N.B. Mountview S288. [C3112.

1955 Vauxhall Velox saloon, black with red interior, C3111.

1955 Vauxhall Velox saloon, black with red interior, C475; also similar 1954 car at £445.

GARAGE SERVICE Co., Ltd. 9, Hoop Lane, Golders Green, N.W.II. Speedwell 4411. [C2019.

1956 3.—John Campbell Motors, Ltd., 415, Hollowy, Rd., N.T. North 441, 6666.

SMT—No deposit h.p. terms available on a wide stream of the control o

Tel. Monarch 7685.

1954 vaukhall Velox, one owner, pale blue-grey, 1954 vadio, etc.; £460; 3 months' guarantee; part exchange —M.E.T. Garges, Ltd., 409, Kilburn High Rd., N.W.6. Maida Vale 4801.

1954 vaukhall Velox, 2 owners only immaculate Motors, Ltd. (Vauxhall dealers), 34-37, Upper Green East, Mitcham. Tel. Mitcham 3855.

ALMOST new Velox regulred immediately—Moriey, 76, Cambridge Rd., Kingston. Kingston 8885, SMT—Shepton Mallet Transport, Ltd., 58, Wilson St., E.C.2 (Monarch 7685), offer immediate Cash for any make.

CROFTON GARAGE, Ltd.

1955 Vauxhall Cresta, finished in maroon cream, radio, heater, absolutely unmarkenew; £510.—132. Whitechapel Rd., Bishopsgate te · 3393. [C1139 COMPTON & FULLER, Ltd., offer:-

1958 Cresta, mountain rose/grey, radio, impeccable condition; £945.—Elmers End, Beckenham

VAUXHALL CRESTA WARWICK WRIGHT, Ltd.

1958 Vauxhail Cresta saloon, 2-tone grey, red upholstery, radio and heater, 12,000 miles;

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Woo'l Rd., London, N.W.S. Cunningham 6050. 1958-9 Vauxhall Cresta, me owner, heater and PREMIER MOTORS, 295, Lewisham High St., S.E.13. [C3083

1958-9 Vauxhall Cresta, mountain rose charcoal
1958-9 grey, one owner, very low mileage; £915.
WEST STREET MOTORS (GROYDON). Ltd., 6-7.
Dingwall Rd., Croydon, Tel. Croydon 9511
[1456

1955 Vauxhall Cresta, very good condition; £525.—
Cavendish Motors, Cavendish Rd., N.W.6.
Willesden 0046.

1958 (September) Vauxhall Cresta saloon, in blue and white, heater, 6,000 miles, one owner;

E925.

BENHILL MOTORS, Ltd., 324-340, High St., Sutton, IC1140

AZ MOTORS offer 1926. Creata saloon, silver straw, enumer 21,009 miles only, one owner, gift, 2575:—Falmerston Rc., n. W. G. Mai. 4725. (Ci011 1957 (June) Vauxhall Crests, black, white side

£695. CATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114]

1958 Vauxhall Cresta radio, heater with usual Garage (Brighton), Ld. Tel. 27045, 29345. [Cl147]
1955 Vauxhall Cresta saloon, grey white, 23,475
1955 Vauxhall Cresta saloon, grey white, 23,475
1955 Vauxhall Cresta saloon, grey white, 23,475
1955 Vauxhall Cresta red. white, radio and the property of the control of the con

1958 (May) Cresta grey with blue interior maculate and guaranteed; £895.—Campbell Sy Wembley 5252.

Wembley 6262.

1956 series Cresta, black beige, radio, new Xs.
strey, superb condition throughout; £595.—
Archibald, "Greystone," Rawtenstall. Tel. Rossendale
[1749]

1956 Cresta, one owner, first-class condition, finished in dark blue, this car has been maintained by us and is covered by our full guarantee. £600.—Campbell Symonds, Alperton 1515. [Clo37 1

PRIVATE buyer requires Cresta, state full details and price.—Box 3362.

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6. Berkeley Sq., W.1 Grosvenor 4328.

112 and 114, Wardour St., W.1 Gerrard 4545 ND Western Ave., W.3. Acorn 4641.

ND Western Ave. H. [Ull//K AUTORAMA" for Vauxhalls; consult us for genuine used car value. RAHAM BROS. (MOTORS), Ltd., The Autorama, 799-855, Chester Rd., Streford. (Traford 3511.) 10285/R

Vauxhall Miseellaneous Cars Wanted

S HAW & KILBURN, Vauxhall main dealers
Will purchase modern Vauxhall cars

4-6, Berkeley Sq., W.1. Grosvenor 4328

AND Western Ave., W.1. Acorn 4641. ROWLAND SMITH'S the Vauxhall buyers: higher cash prices.—Hampstead High St., N.W.3, Ham. 6041. GOOD Vauxhall required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden (W2000

VAUXHALL cars, post-war models urgently required,—Golly's Garages, Ltd., Earls Court Rd., S.W.5. Fremantle 6373.

VETERAN CARS CRANK DALE, Ltd., offers:

1905 Alldays 6hp light car, concours condition, specimen.—54, Bathurst Mews, Paddington, W.2. Paddington 5667. WELHAM'S, Surbiton Hil Rd., Surbiton Elmbridge 1873, buy and sell pre-1912 cars. (C4070

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HAINES & STRANGE, Ltd., for the Vintage enthusiast:

VAUXHALL 50/98 tourer, first registered 4/3/22 chassis no 416, owned by Vauxhall main dealers and maintained in beautiful condition as showpiece, best offer.

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Hanns & STRANGE, Ltd., Vauxhail Main Dealers, 131, High St. Cheltenham. Tel. 5024. [168]

NEWNHAMS, Ltd.

1957 Volkswagen de luxe saloon, low mileage, NEWNHAM House, 255-245, Hammersmith Rd., London, W6 Rivercide 4646 (9 lines). (C0024 1956 Volkswagen de luxe, sun roof, many extress, beautiful condition; £550; terms.—Kiddey's Garage, Harberson Rd., S.W.12. Balham 2551. [2047]

ECL
1958
(April), 15,000 miles, fixed head de luxe, one black, perfect condition throughout; £660.
1956
model (October, '55) fixed head de luxe, one careful owner, £575
model, 17,000 miles, one careful owner, excellent condition; £565, 1957
radio, etc.; £595, etc., £595, and the condition in throughout; £600.
EUROPEAN CARS, Ltd., 129, Old Brompton Rd., S.W.7, Fre. 7711.
DICKS.

1956 Volkswagen de luxe saloon, very fine order
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1957 model Volkswagen de luxe in metallic silver owner since new, in mint condition throughout, fitted many extras, including heater, seat covers, spot lamps, over-riders, wing mirrors, etc.; £59gms.

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1958 de luxe, metallic grey, red trim, radio, 9,800 miles, one owner.—Bath Rd., Slough 25121.

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1957. Diamond green, 14,000 miles; £650.

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1958 d.l., one owner, silver blue, 7,000 miles, immaculate; £655.

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1955 drop head coupe, one owner, townitesae, excellent throughout; £635.

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1956 d.l., sun roof, silver blue, moderate mileage, radio; £565.

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1956 d.l., sun roof, silver blue, moderate mileage, best condition; £545.

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1956 d.l., fawn, moderate mileage, best condition; £545.

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1956 d.l., fawn, moderate mileage, best condition; £545.

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1956 d.l., fawn, moderate mileage, best condition; £545.

V&F

1956 d.l., fawn, moderate mileage, best condition; £545.

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1956 d.l., fawn, moderate mileage, best condition; £545.

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S\$1, blank moderate mileage guaranteed.—Showrooms; \$355, Fulham Rd., S.W.0. Flaxman 4536, Service: Fre, 4414.

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anteed,—Showrooms: 365, Fulham Rd., S.W.10. Plaxman 4536, Service: Fre. 4314.

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1958 tw de luxe, Ashave green, unmarked throughout, low mileage; £660, 1953 excellent car; £435.

1955 tw like the special state of the sex black, l.h.d., extras. 1955 lent order; £395, blue, one owner, excellent car; £435.

A ND of course new de luxe saloons in choice of caravan—for immediace de Hartheld Rd., wimbledon Alexander of the state of the saloons in choice of caravan—for immediace de Hartheld Rd., wimbledon Alexander of the saloons in choice of caravan—for immediace de Hartheld Rd., wimbledon Alexander of the saloons in choice of caravan—for immediace de Hartheld Rd., wimbledon Alexander of the saloons of the s

dulph, Stoke-on-Trent.

CVENTRY & STOKE-SPS. Ltd., 52, Whitelakes ad., 121, 27076. Main distributors of the strict of the strict

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1957 Folkswagen de luxe saloon Polar silver; 1957 Volkswagen de luxe saloon, black; £550.

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COLBORNE GARAGE, Ltd., Ripley, Surrey Tel. Ripley, Surrey 2361; and Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 236, [0373/R

Ltd., Manston, Kent. Tel. Manston 256. (1977/H
1955 vulcawagen cabriolet, colour ice blue, low
mileage, fitted with numerous extras which
include West Essex engine conversion, radio, self cancelling trafficators, spot lights, etc.; £700.
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Edisswagen de luxe saloon, colour polar silver,
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one owner; in very good condition; £675.
1958 Volkswagen de luxe saloon, colour blue, radio,
In very good condition; £675.

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1631

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1955 Volkswagen de luxe saloon, blue, grey in-etc., a superb example: £515; h.p. terms arranged.— Tel. Burgh Heath 3836.

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1957 Volkswagen de luxe, many extras, one owner, extremely well maintained; £575.—John 8. Truscott, Ltd., 175. Westbourne Grove, W.1. Bayswater 4274 and "Truscott's Corner, "Chepstow Place, Westbourne Grove, W.2. Bayswater 1861. [C4055]

Westhourne Grove, W.Z. Bajowater 1001.

1958 (volkswagen saloon de luxe, blue, extras inspot light, windscreen washers and special tool kit, ne owner since new, nominal mileage; £718.—Ascot Service Station, High St., Ascot, Berks, Ascot 1649.

VOLKSWAGEN de luxe blue, 1958 series, many seal, radio, fog lamps, reversing lamps, fuel gauge, one owner, £725; another 1955 de luxe in really immaculate condition, Michelin Xs; £550; part exchanges, h.p. terms.—Slocombes, Ltd. 38-52, Dudden Hill Lane, N.W.10. Wilesden 4865 5894.

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D. C. S., the Volkswagen buyers.—Exete W4018/R

D. C. S., the Volkswagen buyers.—Exete Rd., N.W.2.

EALLY good saloon de luxe.—Marsh, 29, Elyaston Mews, Queens Gate, S.W.7.

REMEMBER 1205 CAP AGE Ltd. Ripley Surrey, Tel.

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361. All years and models. 10980/R A LL Volkswagen models wanted urgently.—The Hyde Motor Co., 153. The Hyde N.W.9. Colindale [W2133]

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WOLSELEY

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EUSTACE WATKINS, Ltd., the sole London dis-

CUITACE WATKINS, Ltd., the sole London dis-1956 4.44, finished in green with brown uphol-dition; 2610. E. (Mayfair 5951); 399, London Rd., Croydon (Thorn-ton Heath 4285); or 12. Chelseed Manor St., S.W.3. (Flaxman 8181); 425-445, St. Albans Rd., Watford (Watford 31677). (C4046

1955 Wolseley 6/90 saloon, finished in black with washers; this car has been well maintained by one swer; £635.

washers; this car has been well maintained by one swer; £635.

1957 matic searbox, supplied and maintained by us for one careful owner; £855.

1958 Wolseley 15.50 saloon, Yukon grey with red tather, 10,000 miles only, wheatifully maintained by one careful owner; £865.

1958 grey with green interior, fitted heater, which was the saloon of the property of the proper

1955 Wolseley 6'90 saloon, finished in black with tan upholstery, fitted radio, in excellent condition throughout: £625.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3548.

WARWICK WRIGHT, Ltd., offer:-

WARWICK Wideley 1500 saloon, red. fawn upholstery, radio, 10,000 miles; £725.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

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1953 Wolseley 6/80 saloon, metallic grey with grey miterior; £465.
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condition; £695.

THE BUCKS MOTOR Co., Ltd., The Station Garage
24-26, Great Western St., Aylesbury, Aylesbury

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1954 Wolseley 4/44, black, heater, screenwashers,
1956 Wolseley 6/90, one owner, radio, heater,
1956 Wolseley 6/90, one owner, radio, heater,
1956 Wolseley 6/90, one owner, radio, heater,
1958 W.20, wilm, 01921ey Coombe, 34, Coombe Lane,
1866 W. Wing, 01921ey Coombe, 34, Coombe Lane,
1867 W. Wing, 01921e

1954 Rules (1922) (1983) (1984) (1984) (1984) (1984) (1984) (1985 1956 (Jan.) Wolsely 6'90 saloon, grey. radio, heater, sliding roof, one owner; £550.

GEORGE NEWMAN & Compuny, 569, Euston Rd...
London, N.W.I. Eus. 4466,

1952-3 Wolseley 6/80, green/green, many extras; £350.—East 1686, 9-5 o c, Coburn. [1911

1500 oct. 1957, one owner, heater, taxed year; £665.—Tel. Oxshott 2706. 1500 c665.—Tel. Oxshott 2706.

YES—but if it's Wolseley—It's Sparks of Stretham Hill, S.W.2, your main depot.—Tulse Hill 3434.

£289.—1950 Wolseley 6/80 saloon, maroot, heater, heater, and told of the tell stretch Hill 5434.

Rd. Balham 1509. (Cloud Rd. Balham 1509. (Cloud 1957 Wolseley 1500, Alhambra green, family model, heater, one owner; £685.—Wray Park Gar-ages, Reigate 2255.

1958 (July) 15/50 saloon, Yukon/red, under 3,000 miles, taxed year; £915.—Ings Garage, Ltd., Maidenhead 2149

BEARTS OF KINGSTON.—Wolseley distributors.— Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3548. WOLSELEY 1500 saloon, green black mileage of undersealed, wing mirrors, immaculate; 266 Cann, P.O. Southsea, Wexham.

Cann, P.O. Southsea, Wrexnam.

1953 Wolseley 6'80; £345.—Jack Williams Motors, Mount-C4111

1957 (May) Wolseley 15 50 saloon, grey, 10,000 miles, very clean; £835,—F. L. Cranmore, Ltd., Tel. Potters Bar 2040.

1955 Wolseley 4/44, overhauled and guaranteed,
£575.—Smith & Hunter, 376, Kensington
High St., W.14. Western 2312.

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High St., W.14. Western 2312. [Cd019
1957 age. one owner: £795.—Tel. Mr. Hebditch
1956 Wolseley 15.50 saloon. birch grey, low milewessex Motors, Ltd., Andover 2325. [Cd019
1956 Wolseley 6.90 saloon. low mileage. Case
1954 Wolseley 6.90 saloon. low mileage. General Commentary of the com

September 1957 Witselfer 1957 Witselfer 1957 Witselfer 1958 Witselfer 1958 alloon. birch grey leather, heater, screen washers, excellent condition, written guarantee; terms exchanges.—Rowland Smith, below;—

365 gns.—Wolseley 6/80 1952 saloon, leather, heater, screen washers, very good condition, written guarantee; terms, exchanges, list; open 9-7 weeddays and Saturdays.—Rowland Smith Hampstead (Hampstead Physical Physical

SMT—No deposit h.p. terms available on a wide port, Ltd., 55, Wilson St., Finsbury Sq., London, E.C.2. Tel. Monarch 7695.

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LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Wolseley agents; quick deliveries, part exchange specialised service.—Lyttelton Rd. (A1), N.2. Speedwell 3500 and 350, one owner, fitted heater understand the service.—Lyttelton Rd. (1948), 1500, one owner, fitted heater understand the service. The service of the serv

3265. (December) Wolseley 15/50 salcon, fitted heater, screenwashers, etc., under 5,000 miles, finished in Champagne beige with marcon leather—Tel, Mr. Fairclough, Wessex Motors, New Street, Salisbury, Tel. 3275.

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Z MOTORS offer 1955 6/80 Wolseley, first regis-tered 1955, spotles-s condition, remarkable value, £365; also 1948 18, first registered 1955, solid and dependable, £150; also 1947 18 saloon, solid and de-pendable, £150; —Palmerston Rd., N.W.6. Mai. 4723.

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ROWLAND SMITH'S, the Wolseley buyers: highest
cash prices.—Hampstead High St., N.W.5. Ham,
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LMOST new Wolseley required immediately.—
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1955 Bond 197cc de luxe, 2.3-str., self-starter, very
1958 (choice of 5); £329/10.

1957 Isetta Plus model, heater, rear carrier, one
1958 Isetta Plus model, rh drive, one owner, low
1958 milesger, Engolo,
1958 milesger, Engolo,
1958 mester, smartt & KR200 de 'luxe cabriolet,
1957 heater, smartt & KR200 convertible, heater,
1958 mester, smartt & KR200 convertible, heater,
1957 heater, one owner, £259/10.

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1958 MESSER of the Street Carrier, one owner,
1959 the Street Carrier, excellent,
1958 Messerschmitt KR200 hard top de luxe,
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1956 (late) Renault Dauphine, French blue, fitted radio and heater, low mileage, specimen;

1957 Zodiac convertible, dual blue and grey, fitted tal kit, radio, heater, w/w tyres, luggage rack, etc. low mileage, as new; £945. luggage rack, etc. 1958 nited bucket seats, etc., very low mileage, of the convertible, dual grey/blue, owner, exceptional condition throughout; £957 Hillman Minx convertible, sea crest green, titled every extra, low mileage, unmarked;

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1957 daguar Mk. VIII automatic, 2-tone grey, maculate: £1.565.

maculate: £1,365.

1953 Sunbeam Alpine, Alpinest cream, leather interference fetc., new hood; accept £625.

1956 Aguar 2.4 special equipment model, black.

1956 Fed hide interior, unmarked; £1,065.

1978 Ayears to pay.

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1959 Standard Atlas van with side loading door in primer. list price.—Hounslow 3532.

A35 Sewt van, tweed grey passenger seat; list. West London Motors, 205 Fulnam Palace Rd., (N4095

W.5 Fulham 0066

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1957 (May) Ford 5cwt van, grey cellulose, heater, miles, exceptional; 2550, extra seat, flashers, used privately, 13,000 EATON MOTOR Co., Eaton Socon 236 (St. Neots), [C2114]

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1957 Series Thames Sewt van, green, extras in-clean, one owner; £325.—Ascot Service Station, High St. Ascot, Berks. Ascot 1649.

\$\, \text{Ascot}, \text{Berks}, \text{Ascot} \text{1649}. \text{[C1183]} \\ \text{L375} - \text{4-seater}, \text{one owner-driver since new, low mileage, excellent condition throughout.-Hillwood Moiors, Watford Way, London, N.W.7. \text{Mill Bill 4282} \\ \text{Open till 8 p.m.} \text{.} \text{C2106} \\ \text{C2108} \\ \text{C2108}

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Lincoln & Co., of 9, Hanover Sq., London, W.1 (Tel. Grosvenor 6801—10 lines), and at 178, Holdenhurst Rd., Bournemouth (Tel. Bournemouth 1551—5 lines), offer for sale: rechold petrol filling NORTHARMS:—Lucrative well stited premises, 5 pump central island, superior equipped workshops, etc. first class accommodation, modern df. house, 6 rooms, kitchen, bathroom, inmaculate order throughout, sales £10,000 p.a., petrol sales untied; priced for immediate sale, £11,000 s.a.v., freehold.—Folio H3259.) Apply Lincoln & Co. Britands and position, site covering 4 acres, ultra modern main building 150tf frontage, beautifully equipped transport cafe restaurant, seating 170 persons, immaculate 4-bedroomed account. every possible amenity, petrol of the finest concerns available in the north; £75,000 s.a.v. Techold.—(Folio H3252.) Apply Lincoln & Co. S. London Offices above.

CORNWALL.—Freehold garage filling station commanding main road position, easy entry, control workshop, garage, couch, taxi contracts. 2 modernised cottages in acre ground, high profits, certified accounts, aftractive proposition; £9,000 s.a.v.—(Folio B3516.) Apply Lincoln & Co. S Bournemouth Offices above.

MESSRS. GLADDING, SON & WING, Chartered

B3516.) Apply Lincoll of Co. 2 Browner (1755)

MESSRS. GLADDING. SON & WING. Chartered Surveyors Auctioneers and Valuers. Gordon House, 14a. Ship St., Brighton, 1 (Tel. 23234), offer the following-chold garage with modern bungalow and adjoining land to permit future development; petrol 55,000 gallons, motor and agricultural repairs, taxi, car sales, etc.; £7.000; s.a.v.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above.

SUPERIOR garage and petrol station, main road near tensive frontage. Freehold: £13.00.—Sole Agents. Walker, Adams & Co., St. John's Rd., Tunbridge Wells. Walker, Adams & Co., St. John's Rd., Tunbridge Wells. PETROL filling station and car sales. 25.50.—60.00. The comb house. 5½ acre; £6.500.—80.6 Agents. Walker, Adams & Co., St. John's Rd., Tunbridge Wells. [Mail 19.3]

Hampsteau 4014. [0546/R GARAGE and petrol station, residential, North-East Kent coast. nr. Margate; 3 pumps. 19 lock-ups, spacious modern premises, no living accom., freehold; £7,500.—Sole Agents Walker. Adams & Co. St. John's Rd., Tunbridge Wells.

Rd., Tunbridge Wells. [M4119.2]

TWO attractive fresh offers. Devon, main road, garage, 4 pumps, throughput 40,000 gallons, turnover 15,000; only 25,500; also North-Rast Midlands, present man since 1926, trunk road, throughput 35,000 gallons, 5 pumps, excellent profits.—Edwards Garage Agency, 9, Thomas St., Bristol, 2. [1654]

WEST SUBSEX.—Garage and filling station for sale, on A27, near to Goodwood and Chichester; extensive frontage, good trading position; showroom, offices, workshop and detached burgalow, 50,000 gallons p.a.; freehold £10,000.—For further details apply Stride & Son, Southdown House, Chichester. (2625-8.) [1761]

GARAGE, workshop and petrol station, freehold, for sale in Dorset, near to coast, well equipped, unique position, steady and increasing trade established to years, owner retiring, a geduine business, turnover £12,000; price £6,500 n.a., living accommodation can be purchased extra.—Box 3056

TO motor traders and used car specialists. North-East amount from the motor town; extensive showrooms and additional rear fon lease £550 p.a. inclusive: premier main through-fare position, together with workshop and pumpe nearby; nett profits approx. £15,000 p.a.; price £10,000, for details, write.—H. McGuire & Co., F.A.I., 1-5, Castle Gate, Citheror. Lancs.

COUNTRY lovers ideal! Main trunk rd. garage, mopped, 9 miles, salmon-nishing mid-Wales, nr. coast, to opped, 9 miles, salmon-nishing mid-Wales, nr. coast, to abt. £50,000 (increasing, 75,000 galla,), until an showing huge profit rato, enable retirement after starting from scratch with dealer severs ago, valuable agencies, great automatic toppe for substantial increase, 2-acre site, trim bungalow, fashing stream £22,500, thid.; offers: minimum £15,000 losn.—Box 2007.

Business and Property Wanted
PRIVATE purchaser requires freshold filling station.
Southern counties.—Box 5324.
[1614]
FRESHOLD Filling station required Surrey. Sussex.
Berks or Bucks; canable of development; must have good frontage on main or busy secondary road.—Box 5044.

WELL-KNOWN ex-taxi fleet owner now urgently seeks filling station garage car sales as a going concern in Home Counties of Sotthern England; main road position preferred with good car sales or scope; able 220,000; will view without delay; strict confidence able 220,000; will view without delay; strict confidence always respected; anxious to purchase next 5-4 weeks—Principals write "phone, quoting Mr. R. Ref. 4279, Lincoln & Co., 9. Hanover Sq., London, W.I. Tel. Grosvenior 6601

BUSINESS OPPORTUNITIES

SMALL radiator repair business wanted purchase outright or consider partnership; state price and full particulars.—Box 3216.

SITUATIONS VACANT

CAR salesman for Austin dealer, N.W. London.—Bax [1159]

CAR collector required by hire purchase company;
previous experience advantageous.—Box 3345.
[M3029]

VACANCY exists in sales department of firm im-porting high performance cars, for young man with some experience of selling cars.

AFN. Ltd., 400, London Rd., Isleworth. Isl. 1011. [M2015]

CAR and commercial tehicle salesman required by Ford distributors, North Kent: write experience, salary, etc.—Box 3054.

Salesman required for Rootes Group area as capable of making and retaining permanent clief-Grimaldi Bros., Ltd., St. Albans 52182.

PLEASANT country area, Pembrokeshire.—Es lished Rover distributors, Vauxhall dealers, rea experienced salesman; pension scheme availabl Green's Motors, Ltd., Haverfordwest.

EXPERIENCED car and commercial salesmen re-quired, previous experience essential for B.M.C. distributors.—Apply General Manager, Westover Gar-age, Bournemouth.

VAUXHALL and Bedford main dealer in Hertford-shire requires experienced ear salesman, attractive remuneration, pension scheme, car provided.—Write age and experience to Box 3389. [T9179

VAUXHALL, Bedford Main dealers require reception engineer, knowledge of Vauxhall Motors' systems, new 3-bedroom house available; write stating full particulars, salary required.—A. W. Watkin, Ltd., Biggleswade, Beds.

FORD trained fitters required for passenger cars and commercial vehicle workshops; flat available: ex-perlenced men considered even if not Ford-trained-Gilbert Rice, Ltd., Ford main dealers. Horshom, SX, Tel., 4351.

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#### BUSINESS & PROPERTY, SITUATIONS, BOOKS

VAUXHALL and Bedford dealers require enterprising saiesman, must be adaptable and able to make own outside, contacts, salary, excellent commission, unlimited scope for man of ability; West Middlesex area. Please apply, Box 3152.

FULLY experienced first-class car salesman required must be well educated and of good appearance, excellent prospects, write siving full history, salary and commission required.—Box 2594.

EXPERIENCED commercial vehicle salesman, aged 30-45, required by Ford main dealers in Glouestershire; unlimited scope for right man to earn 4-figure remuneration; pension scheme and car provided; flat accommodation available later.

APPLICANTS with proved experience should write in confidence, stating age and full details of past career, to Managing Director, Victory Motors, Ltd., 42-51, Winchcombe St., Cheltenham.

51. Winchcombe St., Cheltenham. [1675]
WORKING garage foreman required for chemical factory, very sound knowledge and experience in both diesel and petrol engines, and complete maintenance of fiect; bungalow perhaps available, good wages, superannuation, canteen facilities, etc.—Box 3376, 11786

STOREKEEPER required for main dealers modern store in Hertfordshire; know-dge of Vauxhali and Bedford spares an advantage; wonderful opportunities for advancement for capable man; generous remuneration; also will train suitable appleant.—Box 2790.

UNDERSTUDY required for works manager, Vauxhall and Bedford Main Agents, must have had previous experience of insurance estimating and reception work; good salary and prospects for right manipless writs to—over Hall Garages, Ltd., Staines Eddfort, Middlesex.

tion work; good salary and grospects for right manplease write to—Over Hall Garages, Ltd., Staines Rd.,
Bedfont, Middlesex.

FULLY experienced car salesman wanted; must be
Fully experienced in handling a large range of
respective to the stainer of the sales of th

perienced men able to show recent sales record.—Box 5346.

WORKSHOP foreman required for busy and expanding sarage in E.1. must be competent engineer. able to organise fast flow of repairs and use initiative in workshop, this position is progressive, good salary for the right man.—Write stating age and qualifications to Osborn Garages. Ltd. 168-175, Shoreditch High St., London. E.1.

USTIN dealers since 1939 who are making rapid a vexpansion require the services of an experienced are aleasman; the situation offered has plenty of scope are aleasman; the situation offered has plenty of scope are aleasman; the situation offered has plenty of scope could possibly be made available to the right applicant.—Apply in writing, with full details, to the Sales Manager, H. A. Jackson, Ltd., Hurtmore, Godalming.

SERVICE manager required by Rootes Grust 1643.

SERVICE manager required by Rootes Grust 1645.

SERVICE manager required by Rootes Grust 1646.

Service manager required for the service of the service

SITUATIONS VACANT

SKILLED motor mechanics for B.M.C. and Standard dealer, earnings up to £15 per week; self contained furnished flat available if required; Northamptonshire.—Box 3366.

furnished flat available if required; Northampton-thire.—Box 356. [1752]

SERVICE Manager (under general works manager).

Hangers, Ford distributors, Birmingham, require a fully trained motor engineer, aged 30-40, with at least 5 years' executive experience in a main dealership, preferably Ford, selary £1,200 p.a., plus bonus on results.—Full details of previous positions hed and on results.—Full details of previous positions hed and Stangers of the selection o

Write, giving details of qualifications and especially 1855. Let 2000 be profits for general manager to take complete charge of the whole of an old-established firm, including a branch depot, situated in the South of England and having large workshops and excellent with high class used vehicles; this is a unique opportunity for an experienced person, in the age group 35 to 45, able to carry the responsibility; applications must give fullest particulars of positions held and enclose copy references (strictest confidence observed) with a view to an early interview.—Write Box 3365.

SITUATIONS WANTED

YOUNG man, 34, seeks position offering further opportunities: experience store, part sales, sales promotion and B.M.C. products and procedures.—Write Box 3523,

Write Box 3523. 30, married, white to secure [163].

SALES manager Counties: 13 years' successful position, and the security of time with main distributor; wide knowledge of sales administration, promoton, research and general management—Box 3511. [160]

SALES manager, 35, seeks change of employment; genuine reason; 7 years in managerial position, Rootes and B.M.C. dealers; full experience staff control, advertising and sales promotion; previously 5 years Ford main dealership experience. London of the county of the sales with the sales promotion; previously 5 years for the sales promotion; previously 5 years for the sales promotion; previously 5 years.

GENERAL Manager, 41 years, desires change from Or elsewhere overses; fully experienced all branches motor and agricultural trades; special knowledge Ford, Rootes, David Brown, B.M.C.; present earning capacity £5,500; knowledge and experience factory and distri-butor.—Box 5392.

HOTELS, ETC.

CORNWALL, South.—Magnificent scenery, private grounds to cliff edge, comfortable, friendly; illustrated brochure.—Housel Bay Hotel (licensed), The Lizard. Tel. 217. [9745]

BOOKS, ETC.

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Particulars obtainable from Maintenance & Transport Engineer, Town Hall, Wembley.

Closing date Noon, 8th May, 1959.

## BUSINESS & PROPERTY

(See also page 84)

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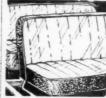
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